Repair Manual

Audi A3 2013 ➤,
Audi A3 Sportback 2013 ➤,
Audi A3 Cabriolet 2015 ➤,
Audi TT Coupé 2015 ➤, Audi TT 2015 ➤,
Audi TT Roadster 2015 ➤,
Audi Q2 2016 ➤, Audi Q3 2019 ➤,
Audi Q3 China 2019 ➤

Rear Final Drive 0CQ, 0CR, 0BR

Edition 04.2023

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List of Workshop Manual Repair Groups

Repair Group

00 - General, Technical Data

39 - Final Drive, Differential

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Technical information should always be available to the foremen and mechanics, because their careful and constant adherence to the instructions is essential to ensure vehicle road-worthiness and safety. In addition, the normal basic safety precautions for working on motor vehicles must, as a matter of course, be observed.

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Contents

00 - General, Technical Data 1
1 Identification 1
1.1 Final Drive Identification 1
2 Technical Data 3
2.1 Capacities 3
2.2 Transmission/Engine Allocation 3
3 Overview - Drivetrain 8
3.1 Overview - Drivetrain, AWD 8
4 Repair Information 10
4.1 General Repair Information 10
4.2 Contact Corrosion 13
5 Safety Precautions 14
5.1 General Safety Precautions 14
5.2 Safety Precautions during Road Test with Testing Equipment 14
5.3 Safety Precautions when Working on Vehicles with Start/Stop System 15
6 Electrical Components 16
6.1 Component Location Overview - Electrical Components 16

39 - Final Drive, Differential 17
1 Driveshaft 17
1.1 Overview - Driveshaft 17
1.2 Driveshaft, Removing and Installing 21
1.3 Rear Flexible Disc, Removing and Installing 38
2 Final Drive 45
2.1 Overview - Final Drive 45
2.2 Final Drive, Removing and Installing 46
3 Assembly Mounts 70
3.1 Overview - Assembly Mounts 70
3.2 Bonded Rubber Bushing, Removing and Installing 72
4 Seals 77
4.1 Component Location Overview - Seals 77
4.2 Left Seal, Replacing 78
4.3 Right Seal, Replacing 81
4.4 Input Shaft Seal, Replacing 83
5 Gear Oil 92
5.1 Component Location Overview - Drain and Check Plugs 92
5.2 Gear Oil, Checking Level 92
6 All-Wheel Drive Clutch 95
6.1 Overview - All-Wheel Drive Clutch 95
6.2 Function, Checking 97
6.3 All-Wheel Drive Clutch, Removing and Installing 98
6.4 All-Wheel Drive Clutch Pump, Removing and Installing 104
6.5 Control Module, Removing and Installing 107
6.6 Oil Level, Checking 110
6.7 All-Wheel Drive Clutch Oil, Draining and Filling 112

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00 – General, Technical Data

1 Identification

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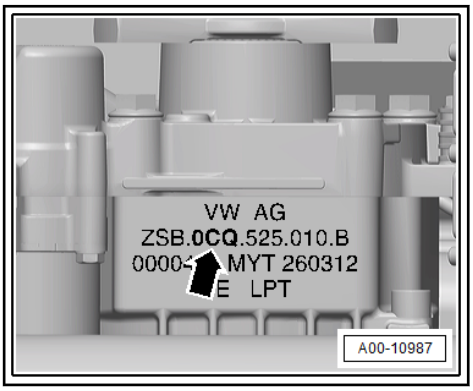
⇒ D1.1 rive Identification", page 1

1.1 Final Drive Identification

- The »all-wheel drive clutch« is installed in the final drive.
- The final drive and »all-wheel drive clutch« have separate oil circuits.
- The final drive is equipped with the »All-Wheel Drive Clutch Generation V«.

Rear Final Drive Allocation

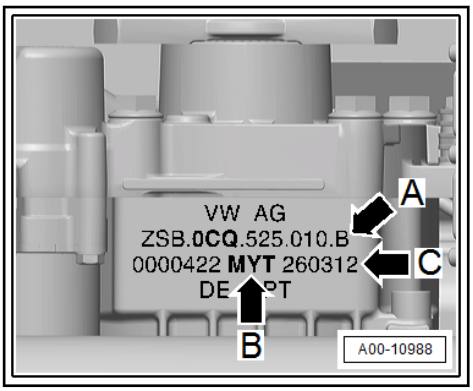
Rear Final Drive -0CQ-



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- The code -arrow- on the »bottom« of the final drive identifies which final drive is installed.

Example of the code on the rear final drive "0CQ".



-Arrow A- final drive part number

-Arrow B- final drive code

-Arrow C- Final drive production date

- If there are no codes -arrow B- present, then use the part number -arrow A- for the allocation. Refer to the ⇒ Electronic Parts Catalog (ETKA).

Example:

0CQ.525.010 .B	MYT	26	03	12
I	I	I	I	I
I	I	I	I	I
Part Number	Codes	Day	Month	Production year -2012-

Additional data depends on the manufacturing.

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2 Technical Data

⇒ 2.1 , page 3

⇒ A2.2 llocation", page 3

2.1 Capacities

Rear Final Drive Capacities

Final drive capacity	0.95 liter
All wheel drive clutch capacity	0.75 liters
All wheel drive clutch replacement capacity • Change interval. Refer to the ⇒ Maintenance Tables in "EL-SA"	0.65 liters
Refer to the following data in the ⇒ Electronic Parts Catalog (ETKA). ♦ Rear Final Drive Gear Oil Specification ♦ All-Wheel Drive Clutch Oil Specification	

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2.2 Transmission/Engine Allocation

⇒ A2.2.1 llocation, Audi A3", page 3

⇒ A2.2.2 llocation, Audi TT", page 4

⇒ A2.2.3 llocation, Audi Q2", page 5

⇒ A2.2.4 llocation, Audi Q3", page 6

2.2.1 Transmission/Engine Allocation, Audi A3

Rear Final Drive 0CQ						
With »All-Wheel Drive Clutch Generation V«						
Part Number	0CQ.525.010.A	0CQ.525.010.B	0CQ.525.010.D	0CQ.525.010.F	0CQ.525.010.G	0CQ.525.010.H
Codes	**QGP**	**MYT**	**PHF**	**PYP**	**RJH**	**RUT**
Allocation Type	Audi A3, from MY 2013	Audi A3, from MY 2013	Audi A3, from MY 2013	Audi A3, from MY 2013	Audi A3, from MY 2013	Audi A3, from MY 2013
Refer to the following data in the ⇒ Electronic Parts Catalog (ETKA). ♦ Production time period. ♦ Transmission allocation ♦ Engine allocation ♦ Drive Axle Flange Diameter						

Rear Final Drive 0CQ					
With »All-Wheel Drive Clutch Generation V«					
Part Number	0CQ.525.010.J	0CQ.525.010.K	0CQ.525.010.L	0CQ.525.010.M	0CQ.525.010.N
Codes	**RUU**	**RUR**	**TEN**	**TEP**	**TEQ**
Allocation Type	Audi A3, from MY 2013	Audi A3, from MY 2013	Audi A3, from MY 2013	Audi A3, from MY 2013	Audi A3, from MY 2013

Refer to the following data in the ⇒ Electronic Parts Catalog (ETKA).

- Production time period.
- Transmission allocation
- Engine allocation
- Drive Axle Flange Diameter

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Rear final drive, 0CR		
With »All-Wheel Drive Clutch Generation V«		
Part Number	0CR.525.010.C	0CR.525.010.K
Codes	**QQH**	**TES**
Allocation Type	Audi RS3 from MY 2015	Audi RS3 from MY 2015

Refer to the following data in the ⇒ Electronic Parts Catalog (ETKA).

- Production time period.
- Transmission allocation
- Engine allocation
- Drive Axle Flange Diameter

2.2.2 Transmission/Engine Allocation, Audi TT

Rear Final Drive 0CQ			
With »All-Wheel Drive Clutch Generation V«			
Part Number	0CQ.525.010.A	0CQ.525.010.F	0CQ.525.010.H
Codes	**QGP**	**PYP**	**RUT**
Allocation Type	Audi TT from 2015	Audi TT from 2015	Audi TT from 2015

Refer to the following data in the ⇒ Electronic Parts Catalog (ETKA).

- Production time period.
- Transmission allocation
- Engine allocation
- Drive Axle Flange Diameter

		Rear Final Drive 0CQ		
		With »All-Wheel Drive Clutch Generation V«		
Part Number		0CQ.525.010.J	0CQ.525.010.L	0CQ.525.010.M
Codes		**RUU**	**TEN**	**TEP**
Allocation	Type	Audi TT from 2015	Audi TT from 2015	Audi TT from 2015

Refer to the following data in the ⇒ Electronic Parts Catalog (ETKA).
- Production time period.
- Transmission allocation
- Engine allocation
- Drive Axle Flange Diameter

		Rear final drive, 0CR	
		With »All-Wheel Drive Clutch Generation V«	
Part Number		0CR.525.010.C	0CR.525.010.K
Codes		**QQH**	**TES**
Allocation	Type	Audi TT RS from MY 2017	Audi TT RS from MY 2017

Refer to the following data in the ⇒ Electronic Parts Catalog (ETKA).
- Production time period.
- Transmission allocation
- Engine allocation
- Drive Axle Flange Diameter

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2.2.3 Transmission/Engine Allocation, Audi Q2

		Rear Final Drive 0CQ			
		With »All-Wheel Drive Clutch Generation V«			
Part Number		0CQ.525.010.H	0CQ.525.010.L	0CQ.525.010.S	0CQ.525.010.AB
Codes		**RUT**	**TEN**	**UFY**	**UPZ**
Allocation	Type	Audi Q2, from MY 2016	Audi Q2, from MY 2016	Audi Q2, from MY 2016	Audi Q2, from MY 2016

Refer to the following data in the ⇒ Electronic Parts Catalog (ETKA).
- Production time period.
- Transmission allocation
- Engine allocation
- Drive Axle Flange Diameter

Rear final drive, 0BR				
With »All-Wheel Drive Clutch Generation V«				
Part Number	0BR.525.010.M	0BR.525.010.Q	0BR.525.010.S	0BR.525.010.AA
Codes	**RAW**	**TEL**	**UPY**	**UVG**
Allocation Type	Audi Q2, from MY 2016	Audi Q2, from MY 2016	Audi Q2, from MY 2016	Audi Q2, from MY 2016

Refer to the following data in the ⇒ Electronic Parts Catalog (ETKA).

- Production time period.
- Transmission allocation
- Engine allocation
- Drive Axle Flange Diameter

2.2.4 Transmission/Engine Allocation, Audi Q3

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Rear Final Drive 0CQ		
With »All-Wheel Drive Clutch Generation V«		
Part Number	0CQ.525.010.M	0CQ.525.010.T
Codes	**TEP**	**UFZ**
Allocation Type	Audi Q3, from MY 2019	Audi Q3, from MY 2019

Refer to the following data in the ⇒ Electronic Parts Catalog (ETKA).

- Production time period.
- Transmission allocation
- Engine allocation
- Drive Axle Flange Diameter

Rear final drive, 0AY	
With »All-Wheel Drive Clutch Generation V«	
Part Number	0AY.525.010.AF
Codes	**TEJ**
Allocation Type	Audi Q3, from MY 2019

Refer to the following data in the ⇒ Electronic Parts Catalog (ETKA).

- Production time period.
- Transmission allocation
- Engine allocation
- Drive Axle Flange Diameter

	Rear final drive, 0CR
	With »All-Wheel Drive Clutch Generation V«
Part Number	0CR.525.010.S
Codes	**ULN**
Allocation Type	Audi Q3, from MY 2019

Refer to the following data in the ⇒ Electronic Parts Catalog (ETKA).

- Production time period.
- Transmission allocation
- Engine allocation
- Drive Axle Flange Diameter

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3 Overview - Drivetrain

⇒ -3.1 Drivetrain, AWD", page 8

3.1 Overview - Drivetrain, AWD

♦ Shown with the 6-speed manual transmission 02Q AWD.

Name

1 - Engine

2 - Clutch

3 - Manual or Dual-Clutch Transmission

4 - Input Shaft

5 - 5th, 6th and Reverse Gear Output Shaft

6 - 1st through 4th Gear Output Shaft

7 - Differential

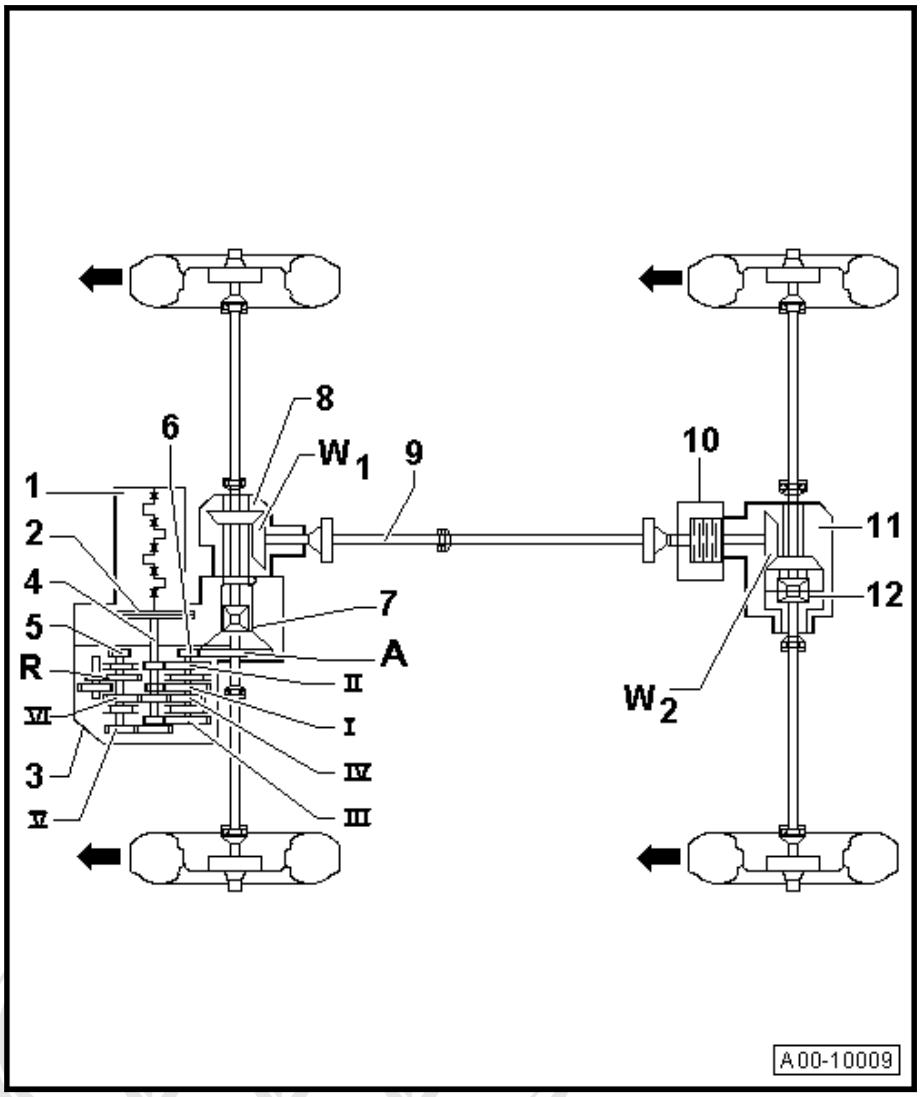
8 - Bevel Box

9 - Driveshaft

10 - All-Wheel Drive Clutch

11 - Rear Final Drive

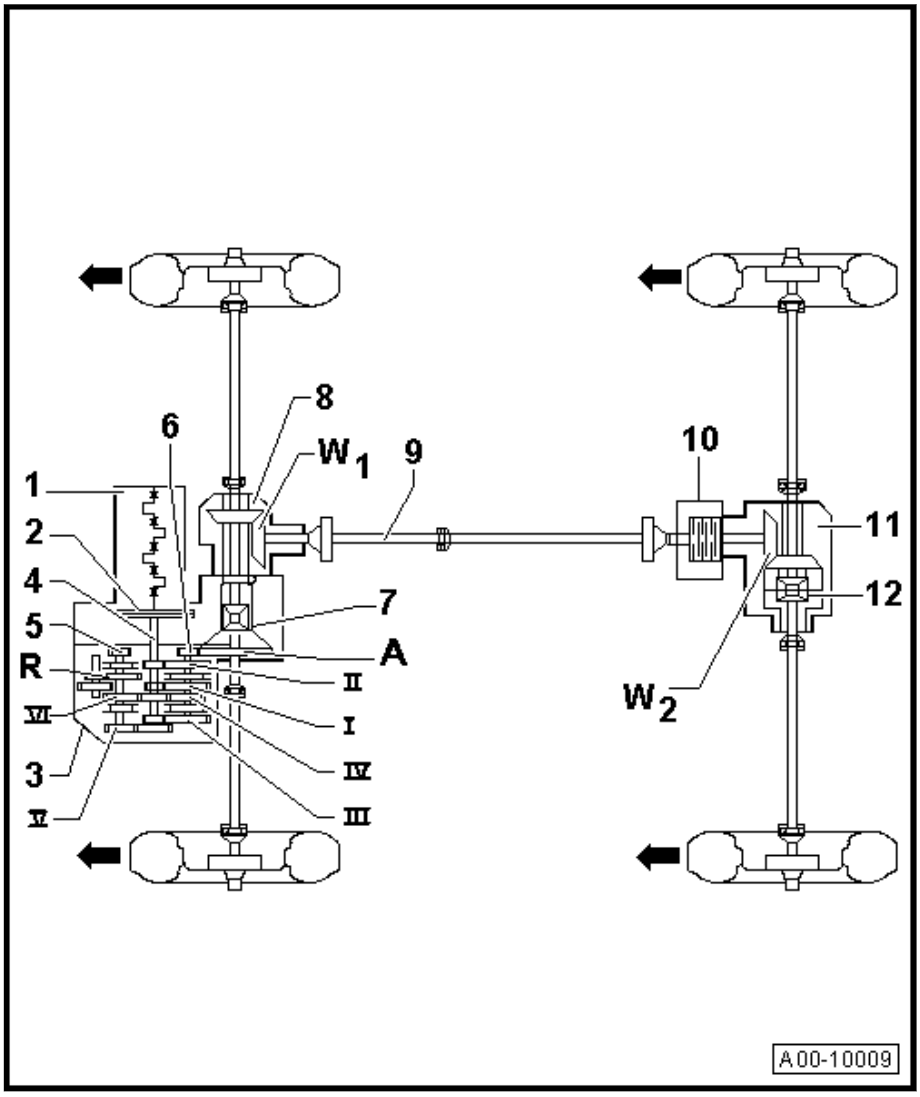
12 - Differential



Ratio

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I - 1st Gear
II - 2nd Gear
III - 3rd Gear
IV - 4th Gear
V - 5th Gear
VI - 6th Gear
R - Reverse Gear
A - Final Drive
W 1 - Front Bevel Box
W 2 - Rear Bevel Box



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4 Repair Information

⇒ R4.1 epair Information", page 10

⇒ C4.2 orrosion", page 13

4.1 General Repair Information

The greatest possible care and cleanliness and tools that function properly are important requirements for an efficient and successful final drive repair. Of course the general safety precautions also apply when carrying out repair work.

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A number of generally applicable instructions for individual repair procedures, which are otherwise mentioned at various points in the repair manual, are summarized here. Refer to ⇒ R4.1 epair Information", page 10 . They apply to this repair manual.

Guided Fault Finding, OBD and Test Instruments

- Before servicing the all-wheel drive clutch, determine the cause of the damage as best as possible using the ⇒ Vehicle diagnostic tester in the "Guided Fault Finding" modes "OBD" and "Test Instruments".
- To prevent possible injury when performing measuring tests or test drives. Refer to ⇒ P5 recautions", page 14 .

Special Tools

Refer to ⇒ Workshop Equipment and Special Tools for a complete list of special tools used in the repair manual.

Disposal regulations for oils and fluids

Dispose of drained oil properly.

- Disposing of used oils and fluids improperly endangers the environment.
- Mixing with solvents, brake fluid and coolant is forbidden.
- Observe the information on the oil packaging.

All-Wheel Drive Clutch Oil and Gear Oil

- The final drive and all-wheel drive clutch have separate oil circuits.
- The all-wheel drive clutch is filled with all-wheel drive clutch oil. Refer to the ⇒ Electronic Parts Catalog (ETKA) for the part number.
- The final drive is filled with gear oil. Refer to the ⇒ Electronic Parts Catalog (ETKA) for the part number.
- Rear Final Drive Oil Level, Checking or Filling. Refer to ⇒ O5 il", page 92 .
- All-Wheel Drive Clutch Oil Level, Checking or Filling. Refer to ⇒ L6.6 evel, Checking", page 110 .
- Do not mix additives into the transmission fluid.
- Do not reuse drained oil.

Allocation, oil fill and drain plugs. Refer to ⇒ L5.1 ocation Overview - Drain and Check Plugs", page 92 .

Replacing the Rear Final Drive

- When changing the rear final drive the gear oil level and the transmission fluid level for the all-wheel drive clutch must

be checked and filled if necessary. Refer to ⇒ L6.6 evel, Checking", page 110 .

- Capacities. Refer to ⇒ 2.1 , page 3 .
- Specification. Refer to the ⇒ Electronic Parts Catalog (ET-KA).
- Clean the contact surfaces when installing mounting brackets and waxed components. Contact surfaces must be free of wax and grease.

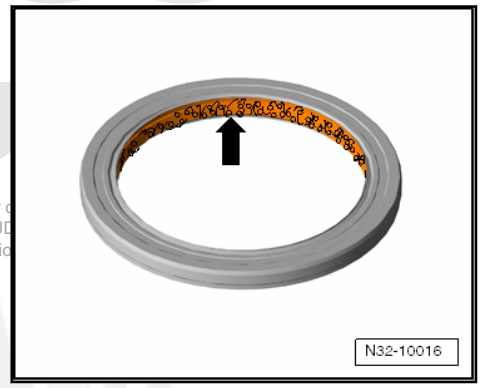
Gaskets, O-Rings, Seals

- O-rings, gaskets and seals must always be replaced.
- After removing seals and gaskets, check the contact surfaces on the housings or shafts for burrs and damage caused by the removal. Repair as necessary.
- Always clean separating surfaces.

Before Installing:

- Before installing the gaskets, lightly oil the outer circumference and fill the space between the sealing lips -arrow- halfway with Grease -G 052 128 A1-. Flange/driveshaft outer seal

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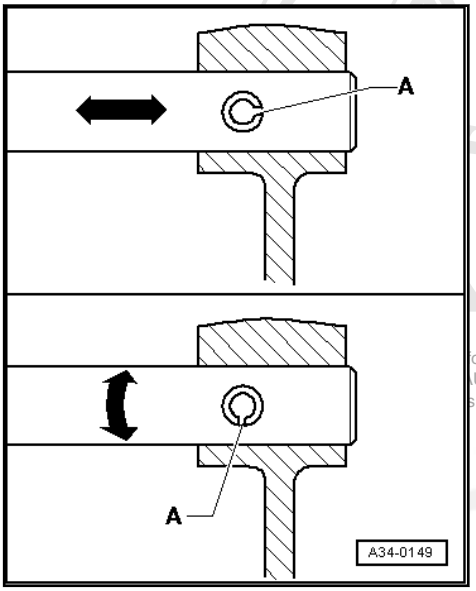
- Before installing the flange shaft/driveshaft shaft seal, lightly lubricate the outer circumference and the space between the sealing lips with all-wheel drive clutch oil.
- The open side of the gaskets point toward the fluid to be sealed in.

After Installing:

- Check the gear oil level in the rear final drive. Refer to ⇒ O5 il", page 92 .
- Check the oil level in the all-wheel drive clutch and fill. Refer to ⇒ L6.6 evel, Checking", page 110 .

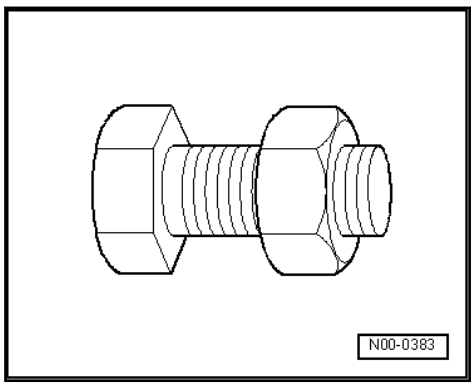
Circlips

- Do not stretch the circlips.
- Always replace damaged or stretched circlips.
- The circlips must rest at the bottom of the groove.
- Replace the adapter sleeves. Installation position: the slot -A- should align with the line of force -arrow-.



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Bolts and Nuts



- Loosen the bolts or nuts opposite the tightening sequence.
- Nuts and bolts which secure covers and housings should be loosened and tightened diagonally and in stages if no tightening sequence is specified.
- The tightening specifications given apply to unoiled bolts and nuts.
- Always replace self-locking bolts and nuts.
- Use a wire brush to clean the threads of the bolts that were installed with locking fluid. Then insert the bolts with Locking Fluid -AMV 185 101 A1-.
- The threaded holes in which the self-locking bolts or bolts coated with locking fluid were installed must be cleaned (for example, with a thread tap). Otherwise there is the risk that the bolts could break off when they are removed again.
- Only wax all the contact surfaces on the threaded connection bolts and nuts if necessary after installing.

Bearings

- Install needle bearings with the lettered side (thicker metal) facing the fitting tool.
- Insert the bearings with oil.

Shims

- Measure the shims at several locations with a micrometer caliper. Tolerance variations make it possible to find the exact shim thickness required.
- Check for burrs or damage.
- Only install perfect shims.

4.2 Contact Corrosion

Contact corrosion can occur if inadequate fasteners (bolts, nuts, washers, etc.) are used.

For this reason, only fasteners with a special surface coating may be installed.

Furthermore, only rubber/plastic parts and adhesive made of electrically non-conductive materials are used.

If there are doubts about whether parts can be used or not, then only use new parts. Refer to the ⇒ Electronic Parts Catalog (ETKA).

Note the following:

- Only original replacement parts are recommended. They are checked and are compatible with aluminum.
- The use of Audi accessories is recommended.
- Contact corrosion damage is not covered under warranty!

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5 Safety Precautions

⇒ S5.1 afety Precautions", page 14

⇒ P5.2 recautions during Road Test with Testing Equipment", page 14

⇒ P5.3 recautions when Working on Vehicles with Start/Stop System", page 15

5.1 General Safety Precautions

Risk of accident due to vehicle rolling

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When performing work on the vehicle, it should generally be secured to prevent rolling.

– Automatic transmission/dual clutch transmission: select the "P" selector lever position.
– Manual transmission: select 1st gear.
– Engage the parking brake.

Risk of destroying the electronic components.

Risk of destroying electronic components when disconnecting the battery.

– Always turn off the ignition before disconnecting the battery.

– Disconnect the battery. Refer to ⇒ Electrical Equipment; Rep. Gr. 27; Battery; Battery, Disconnecting and Connecting.

5.2 Safety Precautions during Road Test with Testing Equipment

There is a risk of injury due to unsecured testing equipment.

If the front passenger airbag unit deploys during a collision, testing equipment that is not secured correctly will be throw around the passenger compartment and endanger vehicle occupants.

– Secure testing equipment on the rear seat.
– Have a second person operate testing equipment on the rear seat.
– In vehicles with two seats, the front passenger airbag should be deactivated and the front passenger seat should be moved as far back as possible.

♦ Only connect and disconnect test equipment when the ignition is off.

5.3 Safety Precautions when Working on Vehicles with Start/Stop System

There is a risk of injury if the internal combustion engine starts unexpectedly.

The engine can start unexpectedly when the Start/Stop System is activated on the vehicle. Risk of pinching and pulling parts of the body.

– Turn off the ignition and all electric equipment.

– Place the vehicle key and other start authorization systems (such as smartphones) outside of the vehicle interior.

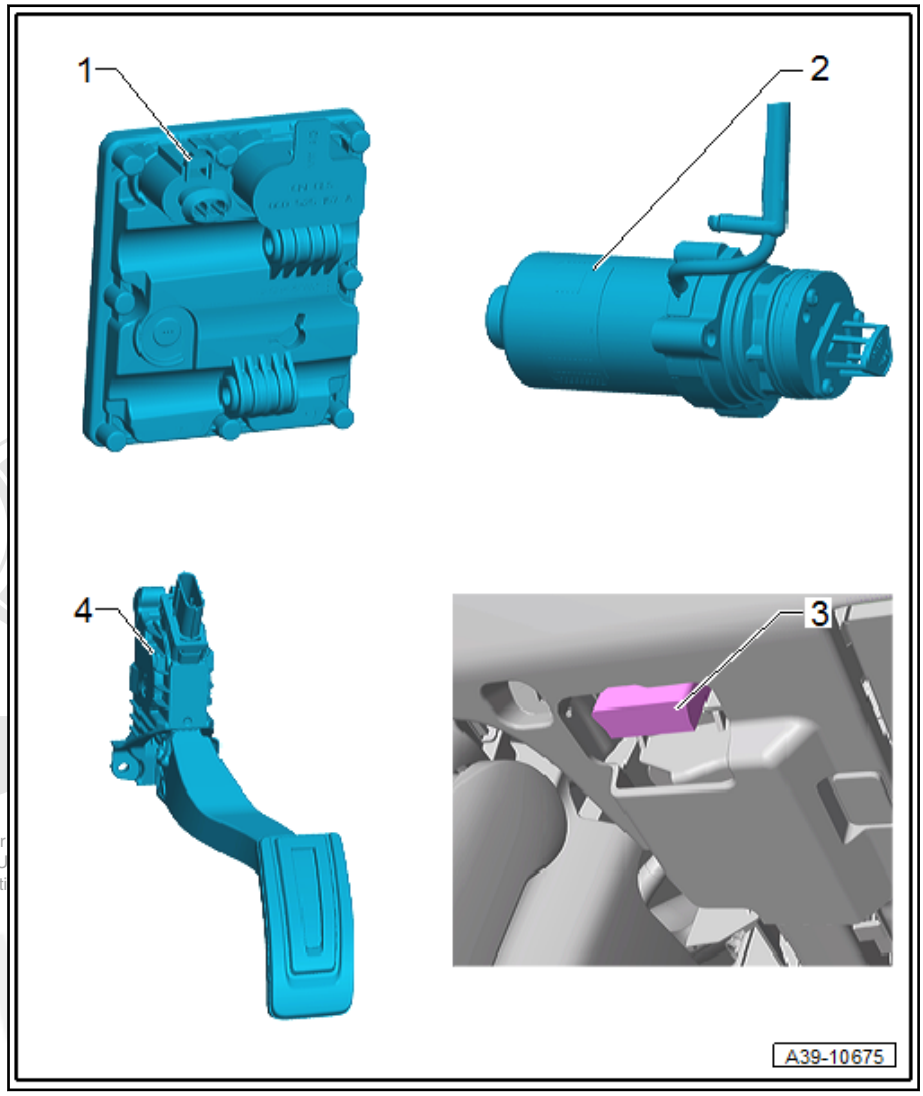
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6 Electrical Components

⇒ L6.1 ocation Overview - Electrical Components", page 16

6.1 Component Location Overview - Electrical Components

Electrical/electronic components and component locations, rear final drive (all-wheel drive clutch Generation "AWD V")



1 - All-Wheel Drive Control Module -J492-

- Important signals are transmitted from the engine control module and ABS Control Module - J104- via the data bus to the All-Wheel Drive Control Module - J492-.
- Overview. Refer to ⇒ -6.1 All-Wheel Drive Clutch", page 95 .
- Removing and Installing. Refer to ⇒ M6.5 odule, Removing and Installing", page 107 .

2 - All-Wheel Drive Clutch Pump -V181-

- Can be checked in "Guided Fault Finding" using the Vehicle Diagnostic Tester
- Removing and Installing. Refer to ⇒ D6.4 rive Clutch Pump, Removing and Installing", page 104

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3 - Diagnostic Connection

- Component location: inside the left front footwell

4 - Accelerator Pedal Position Sensor -G79- and Accelerator Pedal Position Sensor 2 -G185-

- Removing and installing. Refer to ⇒ Fuel Supply System; Rep. Gr. 20; Accelerator Mechanism.

39 – Final Drive, Differential

1 Driveshaft

⇒ -1.1 Driveshaft", page 17

⇒ R1.2 emoving and Installing", page 21

⇒ F1.3 lexible Disc, Removing and Installing", page 38

1.1 Overview - Driveshaft

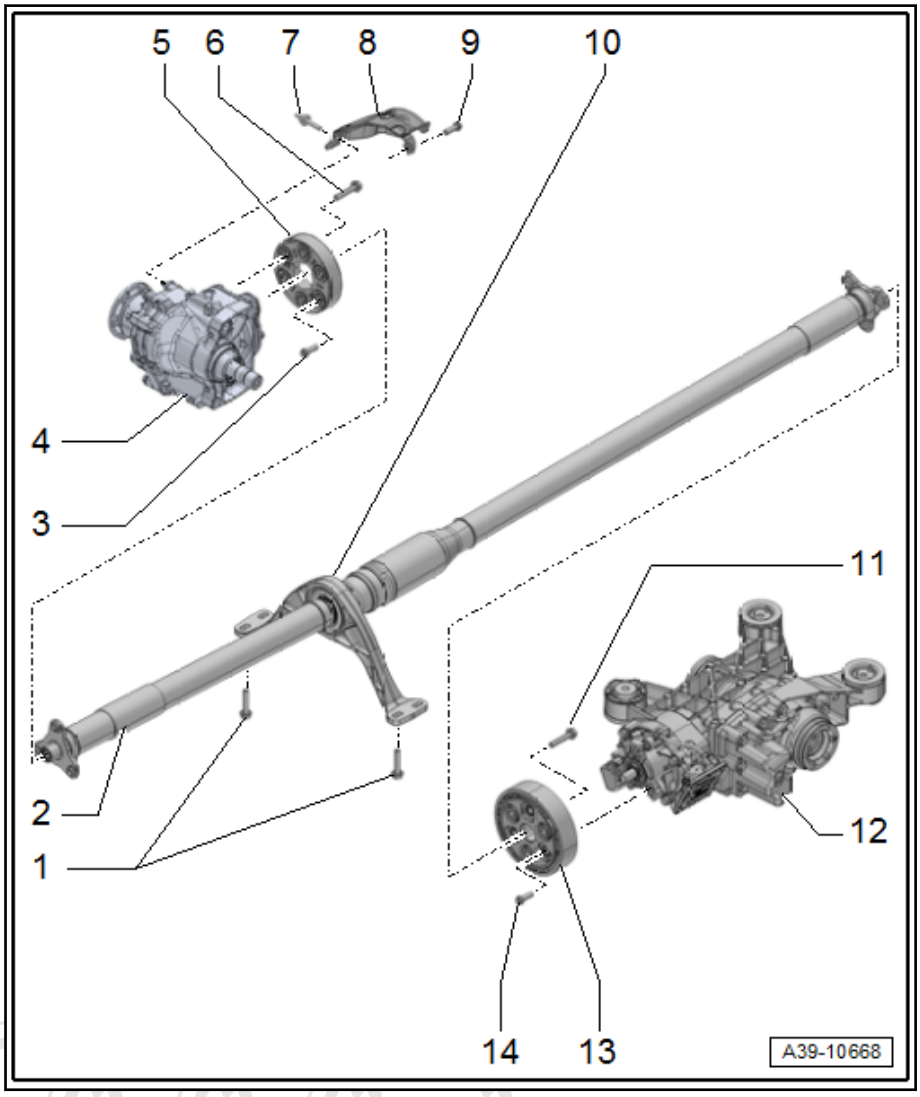
⇒ -1.1.1 Driveshaft, Bolts On Transmission Side", page 17

⇒ -1.1.2 Driveshaft, Mounted On Transmission Side", page 19

1.1.1 Overview - Driveshaft, Bolts On Transmission Side

- Do not perform any repair work on the driveshaft.

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1 - Bolt
- ❑ 20 Nm and 90°
- ❑ Always replace after removing

2 - Driveshaft
- ❑ Cannot be separated at the joint.
- ❑ Removing and Installing. Refer to ⇒ R1.2 emoving and Installing", page 21 .

3 - Bolt
- ❑ For the front flexible disc on the driveshaft
- ❑ 50 Nm and 90°
- ❑ Always replace after removing

4 - Bevel Box

5 - Front Flexible Disc
- ❑ Installation position: the open side of the heat shield faces the transmission

6 - Bolt
- ❑ For the flexible disc to the bevel box
- ❑ 50 Nm and 90°
- ❑ Always replace after removing

7 - Double Bolt
- ❑ 40 Nm

8 - Heat Shield

9 - Bolt
- ❑ 20 Nm

10 - Intermediate Bearing
- ❑ Align free of tension

11 - Bolt
- ❑ For the rear flexible disc on the driveshaft
- ❑ 50 Nm and 90°
- ❑ Always replace after removing

12 - Rear Final Drive
- ❑ Removing and Installing. Refer to ⇒ -2.1 Final Drive", page 45 .

13 - Flexible Disc with Vibration Damper
- ❑ Heat shield faces the driveshaft

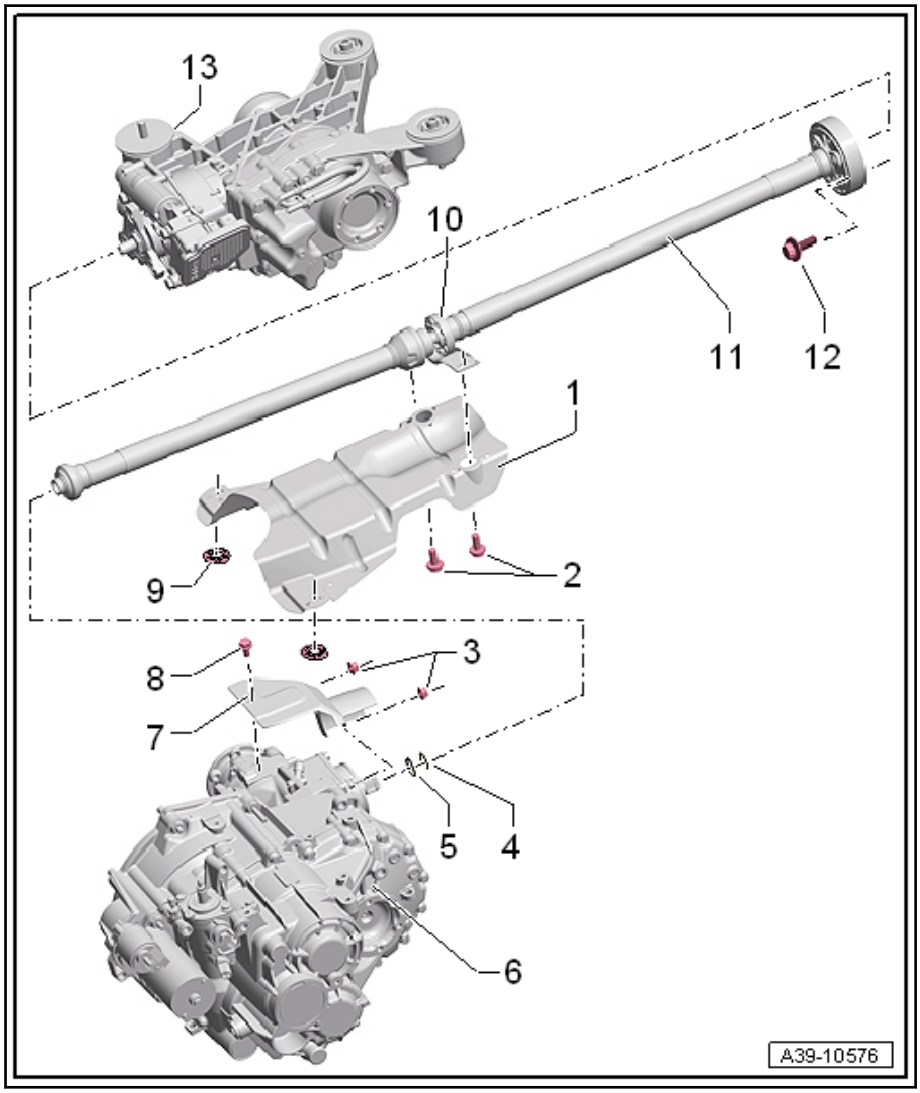
14 - Bolt
- ❑ For flexible disc to final drive
- ❑ 50 Nm and 90°
- ❑ Always replace after removing

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1.1.2 Overview - Driveshaft, Mounted On Transmission Side

- Do not perform any repair work on the driveshaft.
- The front driveshaft tube cannot be separated from the rear driveshaft tube.

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1 - Heat Shield

- ❑ For the driveshaft intermediate bearing

2 - Combi Bolt

- ❑ 20 Nm + 90°
- ❑ Always replace after removing
- ❑ Quantity: 4
- ❑ For the driveshaft intermediate bearing to assembly

3 - Flange Nut

- ❑ 8 Nm
- ❑ For heat shield on bevel box
- ❑ Not installed on all versions

4 - Circlip

- ❑ Always replace. Refer to ⇒ Fig. ""Replace the Circlip on the Output Shaft/Shaft Bevel Gear" ", page 21 .
- ❑ Insert in the rear groove of the output shaft/shaft bevel gear of the bevel box

5 - O-Ring

- ❑ Always replace.
- ❑ Insert in the front groove of the output shaft/shaft bevel gear of the bevel box

6 - Transmission with Bevel Box

- ❑ Lubricate the splines on the output shaft/shaft bevel gear with Grease for Clutch Plate Shaft Splines -G 000 100-.

7 - Heat Shield

- ❑ For the bevel box and the driveshaft
- ❑ Not installed on all versions

8 - Bolt

- ❑ 8 Nm
- ❑ For the heat shield on the transmission support
- ❑ Not installed on all versions

9 - Lock Washer

10 - Intermediate Bearing

- ❑ Align free of tension

11 - Driveshaft

- ❑ The steering/intermediate bearing cannot be disconnected
- ❑ Removing and Installing. Refer to ⇒ R1.2.2 emoving and Installing, Driveshaft Connected on Transmission Side", page 28 .

12 - Bolt

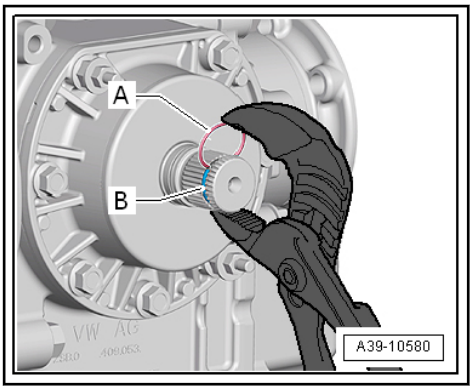
- ❑ 50 Nm and 90°

- ❑ Always replace after removing
- ❑ For the flexible disc/driveshaft at the rear final drive

13 - Rear Final Drive

- ❑ Removing and Installing. Refer to ⇒ -2.1 Final Drive", page 45 .

Replace the Circlip on the Output Shaft/Shaft Bevel Gear



- The circlip must always be replaced after removing the driveshaft.

– Remove the old circlip -B- from the output shaft/shaft bevel gear groove with the new circlip -A-.

1.2 Driveshaft, Removing and Installing

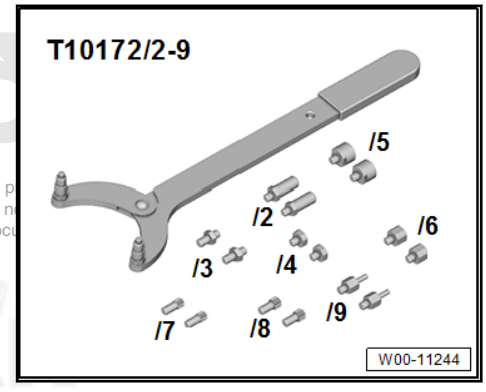
⇒ R1.2.1 emoving and Installing, Driveshaft Bolted on Transmission Side", page 21

⇒ R1.2.2 emoving and Installing, Driveshaft Connected on Transmission Side", page 28

1.2.1 Driveshaft, Removing and Installing, Driveshaft Bolted on Transmission Side

Special tools and workshop equipment required

- ♦ Counterhold - Kit - Multiple Use -T10172A- with Counterhold - Kit - Adapter 5 -T10172/5-



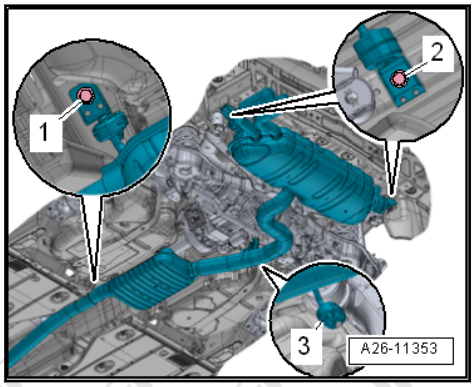
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Removing

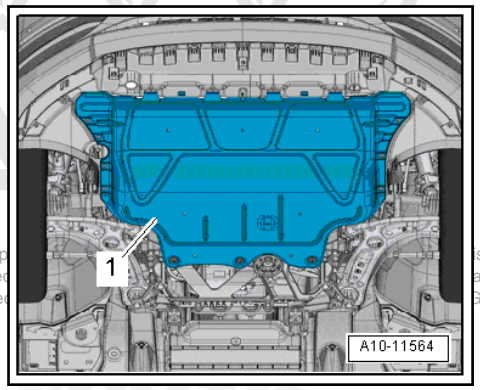
- ♦ Label the position of all the parts to each other before removing them. Install in the same position otherwise the imbalance will be excessive and the bearings could get damaged causing rumbling noises.
- ♦ Do not bend the driveshaft, only store and move when fully extended.

- ♦ Never let the driveshaft "just hang" during removal. Always support it.
- ♦ Always remove or install the driveshaft horizontally with respect to the centering pin.

– Remove the muffler. Refer to ⇒ Rep. Gr. 26; Exhaust Pipe/ Muffler; Muffler, Removing and Installing.

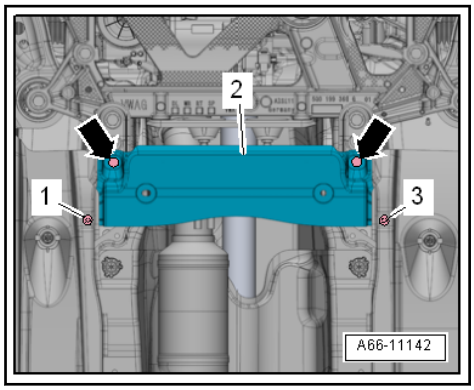


– Remove the front noise insulation -1-. Refer to ⇒ Body Exterior; Rep. Gr. 66; Noise Insulation; Noise Insulation, Removing and Installing.

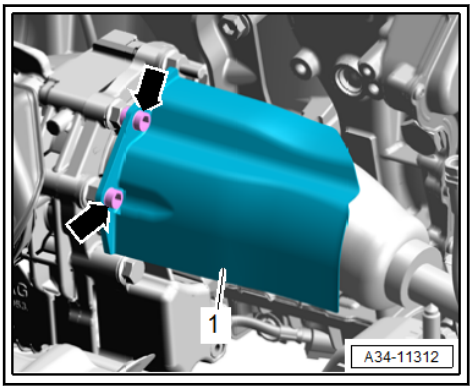


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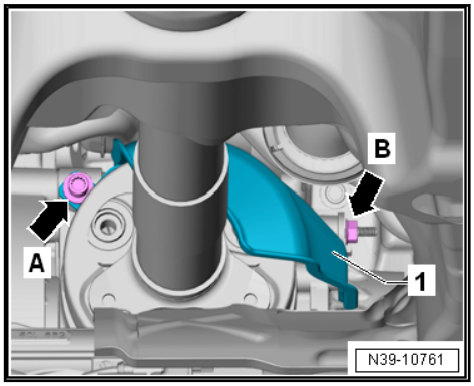
– Remove the rear noise insulation -2-. Refer to ⇒ Body Exterior; Rep. Gr. 66; Noise Insulation; Noise Insulation, Removing and Installing.



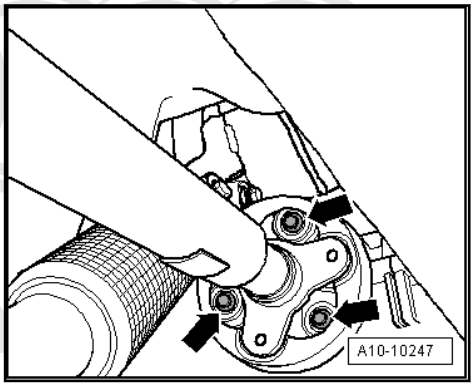
– Remove the nuts -arrows- and then remove the right drive axle heat shield if equipped.



– Remove the bolts -arrows- and remove the heat shield -1-.



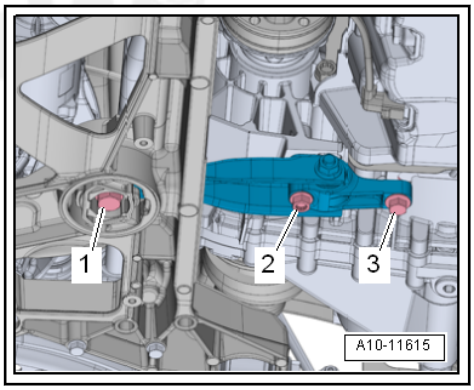
– Label the position of the flexible disc and the bevel box flange facing each other for reinstallation.



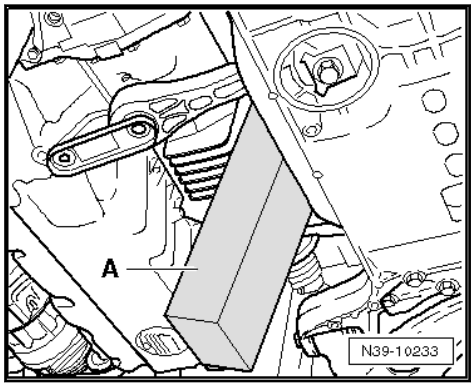
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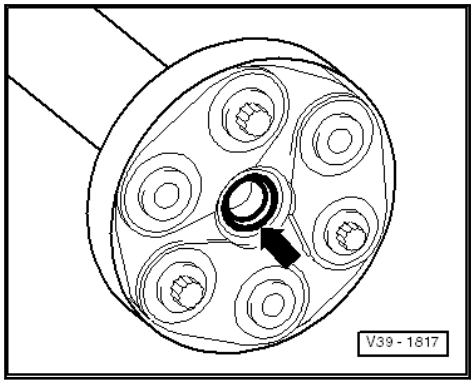
– Remove the driveshaft from the bevel box -arrows- by counterholding at the triangular flange using a lever.

– Remove the bolts -2 and 3- for the pendulum support.



– Press the engine and transmission forward and secure with a suitable piece of wood -A-.





NOTICE

Leaks due to damaged seal.

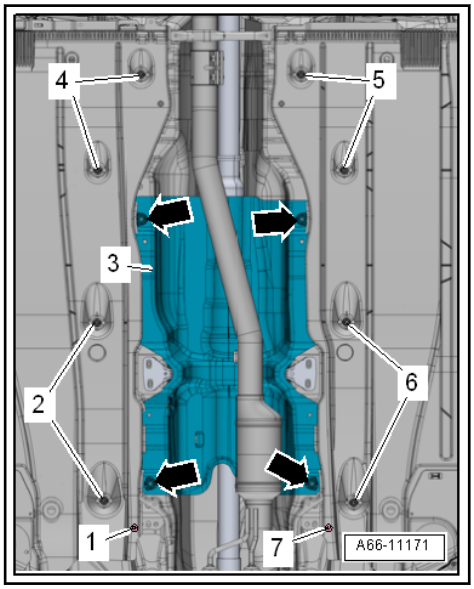
– Push the driveshaft horizontally toward the rear.

- If the seal is damaged, the driveshaft must be replaced.

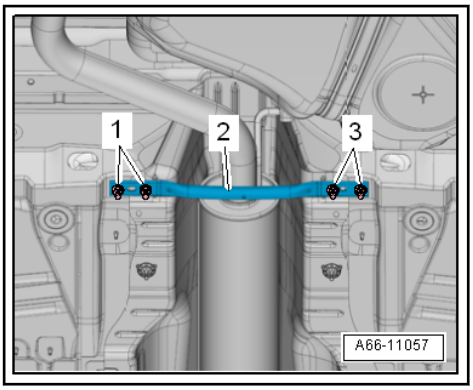
– Remove the driveshaft tube from the bevel box alignment pin and press to the right side of the vehicle.

– Remove the driveshaft heat shield -3-. Refer to ⇒ Body Exterior; Rep. Gr. 66; Trim Strips / Trim / Extensions / Trim Panels; Overview - Heat Shield.

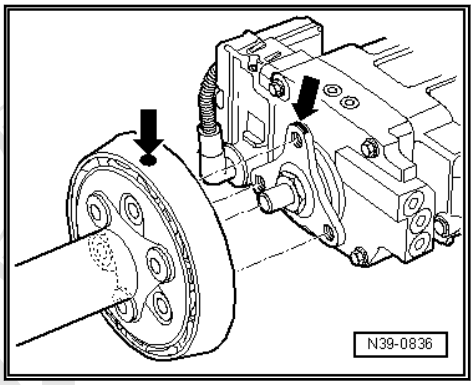
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– Remove the rear tunnel brace -2-. Refer to ⇒ Body Exterior; Rep. Gr. 66; Underbody Trim Panel; Overview - Underbody Trim Panel.

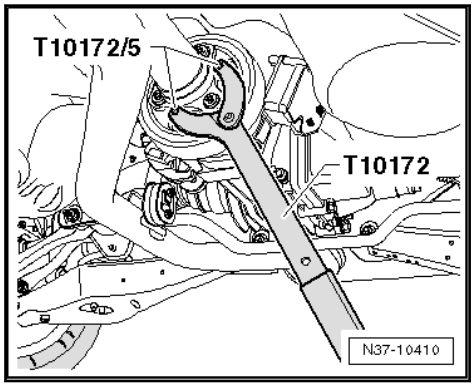


– Make sure there is a marking (colored dot) on the flexible disc and the driveshaft flange on the rear final drive -arrows-.

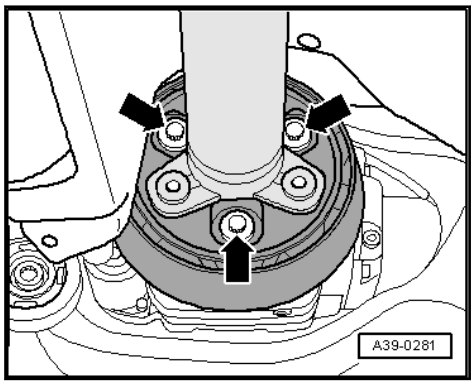


– If the marking is not there, then mark the position of the flexible disc to the driveshaft flange on the rear final drive.
– Label the position of the driveshaft to the flange on the bevel box.
– To loosen the driveshaft bolts, counterhold with the Counterhold - Multiple Use -T10172A- and the Counterhold - Kit - Adapter 5 -T10172/5- on the rear final drive.

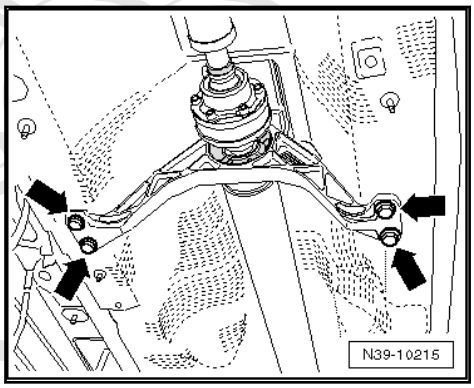
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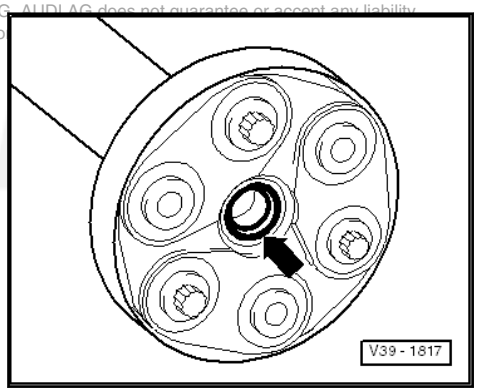
– Remove the driveshaft bolts -arrows- from the rear final drive.



– Remove the bolts -arrows- for the intermediate bearing.



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NOTICE

Leaks due to damaged seal.

– Push the driveshaft horizontally toward the rear.

- If the seal is damaged, the driveshaft must be replaced.

NOTICE

There is a risk of damaging the protective boot in the intermediate bearing.

– Remove, install or store the driveshaft in its fully extended position.

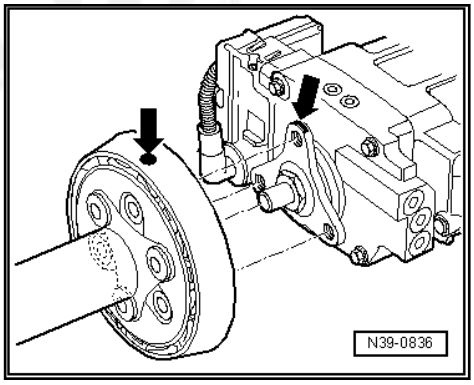
– Remove the driveshaft tube from the rear final drive alignment pin.

Installing

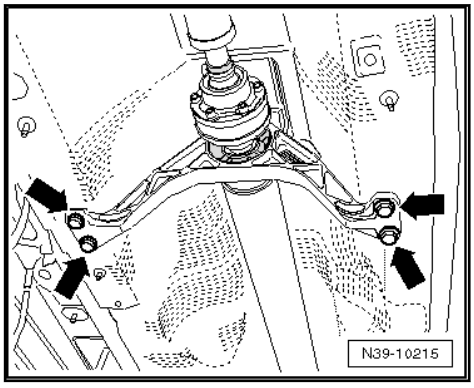
Install in reverse order of removal. At the same time note the following:

- ♦ Install all marked parts in their original position.
- ♦ Replace the bolts that were tightened with an additional turn.

– Attach to the driveshaft to the rear final drive making sure the marks -arrows- are lined up.



– Install the bolts -arrows- for the intermediate bearing but do not tighten them.



– Tighten the bolts for attaching the driveshaft flexible disc to the bevel box and to the rear final drive.

– Align the intermediate bearing in the oblong holes so that neither the driveshaft nor the intermediate bearing are under stress.

– Tighten the bolts -arrows-.

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Tightening Specifications

- Refer to ⇒ -1.1.1 Driveshaft, Bolts On Transmission Side", page 17
- Overview - Subframe Mount. Refer to ⇒ Rep. Gr. 10; Subframe Mount; Overview - Subframe Mount.
- Exhaust Pipes/Mufflers; Overview - Mufflers. Refer to ⇒ Rep. Gr. 26; Exhaust Pipes/Mufflers; Overview - Mufflers.
- Tunnel Brace ⇒ Underbody Trim Panel; Overview- Underbody Trim Panels. Refer to ⇒ Body Exterior; Rep. Gr. 66; Underbody Trim Panel; Overview - Underbody Trim Panels.
- Heat Shield ⇒ Trim Strips / Trims / Extensions / Trim Panels; Overview - Heat Shield. Refer to ⇒ Body Exterior; Rep. Gr. 66; Trim Strips, Trims, Extensions and Trim Panels; Overview - Heat Shield.
- Noise Insulation; Overview - Noise Insulation. Refer to ⇒ Body Exterior; Rep. Gr. 66; Noise Insulation; Overview - Noise Insulation.

1.2.2 Driveshaft, Removing and Installing, Driveshaft Connected on Transmission Side

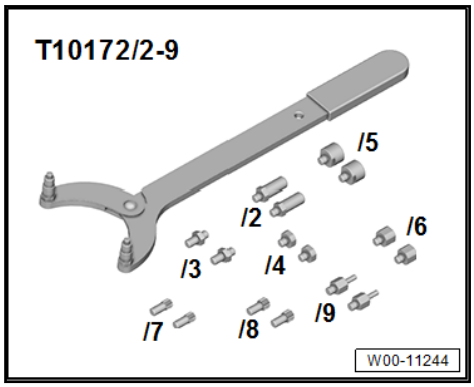
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Special tools and workshop equipment required

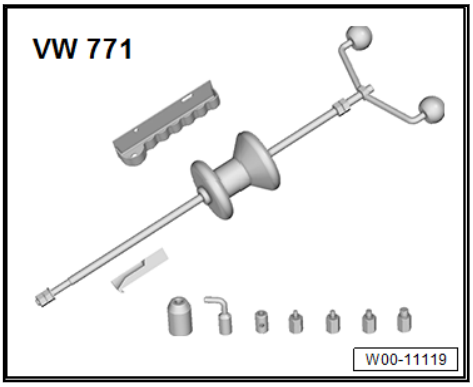
- Engine and Gearbox Jack -VAS 6931-



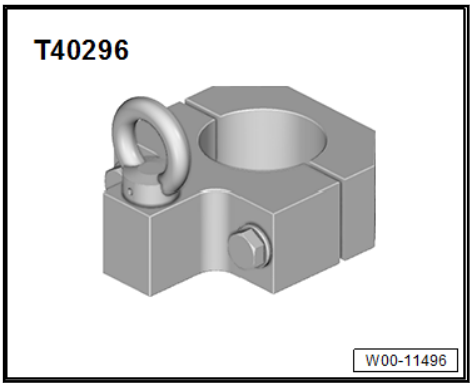
- Counterhold - Kit - Multiple Use -T10172A- with Counterhold - Kit - Adapter 5 -T10172/5-



- Slide Hammer Set -VW 771- with Slide Hammer Set - Pulling Hook Slide Hammer Set - Pulling Hook -VW 771/13-



- Tensioner -T40296-

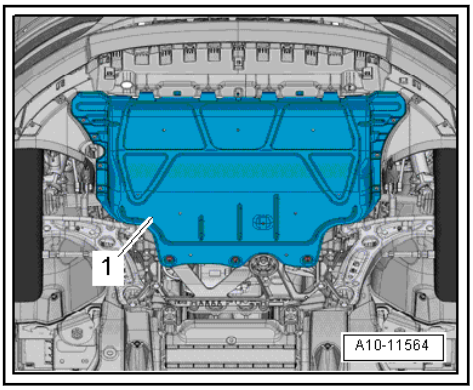


Removing

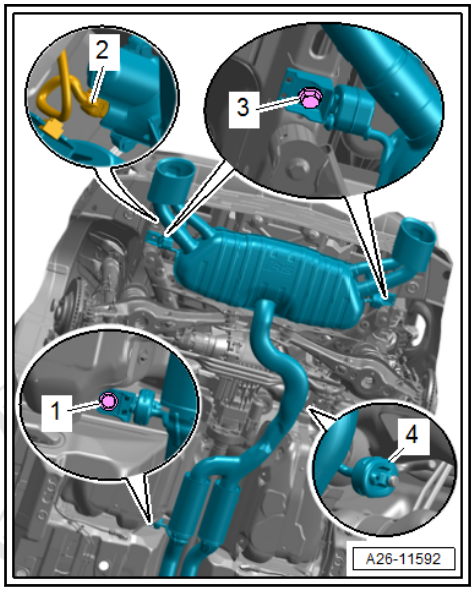
- Label the position of all the parts to each other before removing them. Install in the same position otherwise the imbalance will be excessive and the bearings could get damaged causing rumbling noises.
- Do not kink the driveshaft. There is a risk of damaging the protective boot in the intermediate bearing.
- If possible, remove, install and store the driveshaft in its fully extended position.
- Never let the driveshaft "just hang" during removal. Always support it.
- The driveshaft is secured to the output shaft on the bevel box with a circlip.
- Always remove or install the driveshaft horizontally from or on the centering pins on the rear final drive.

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– Remove the front noise insulation -1-. Refer to ⇒ Body Exterior; Rep. Gr. 66; Noise Insulation; Noise Insulation, Removing and Installing.



– Remove the rear section of the exhaust system. Refer to ⇒ Rep. Gr. 26; Exhaust Pipes/Muffler; Muffler, Removing and Installing.



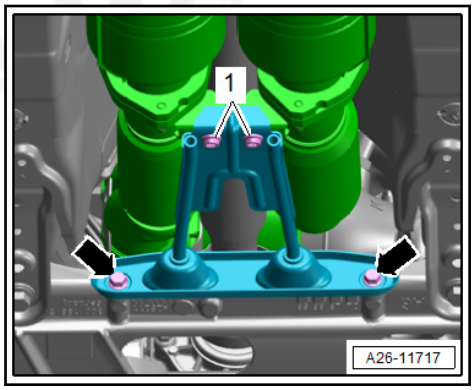
NOTICE

Incorrect handling can damage the coupling.

- **Do not bend the coupling more than 10°.**
- **Do not load the coupling.**

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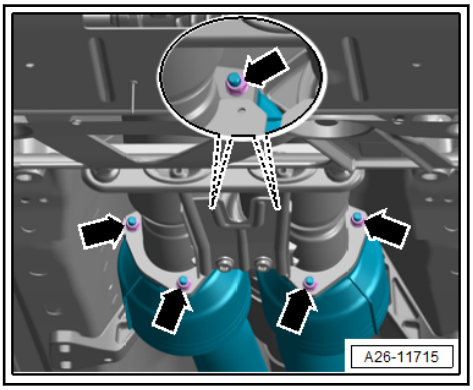
– Remove the bolt -arrows- and -1- and remove the catalytic converter bracket.



– Tie up the catalytic converter at the underbody.

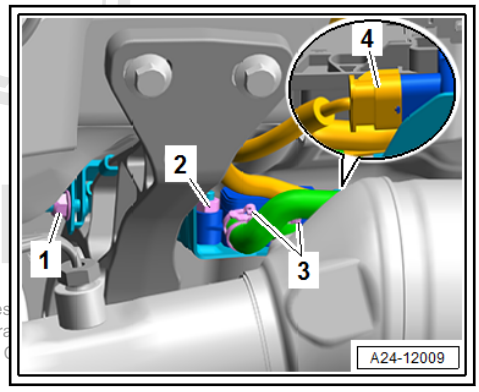
Vehicles without Particulate Filter

– Remove the right catalytic converter, for this, loosen the nuts -arrows- and remove the clamp.



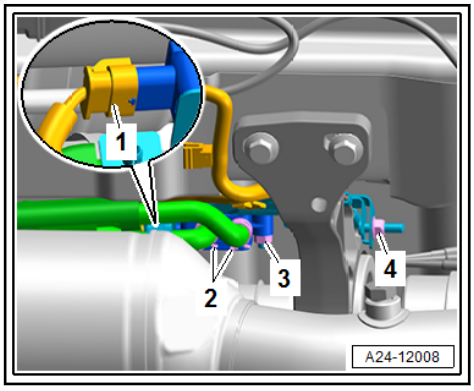
Vehicles with Particulate Filter

– Right side driveshaft intermediate bearing: remove the nut -1- and remove the Particulate Filter Differential Pressure Sensor -G1037- bracket.



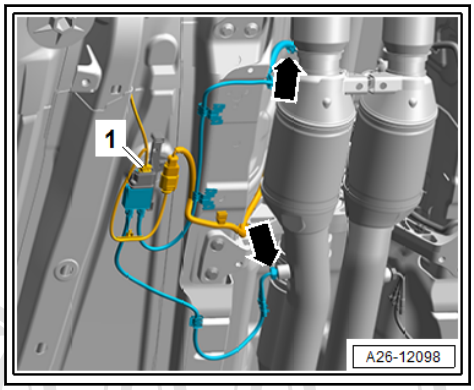
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– Left side driveshaft intermediate bearing: remove the nut -4- and remove the Particulate Filter Differential Pressure Sensor 2 -G1038- bracket.

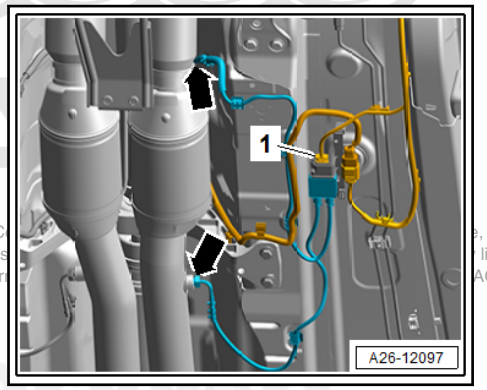


– Free up the driveshaft intermediate bearing wiring harnesses.

– Left: free up the exhaust gas temperature sensor wiring harnesses.



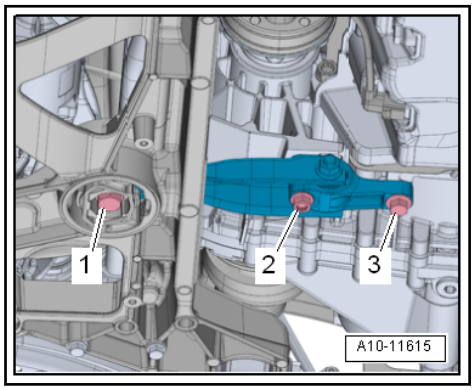
– Right: free up the exhaust gas temperature sensor wiring harnesses.



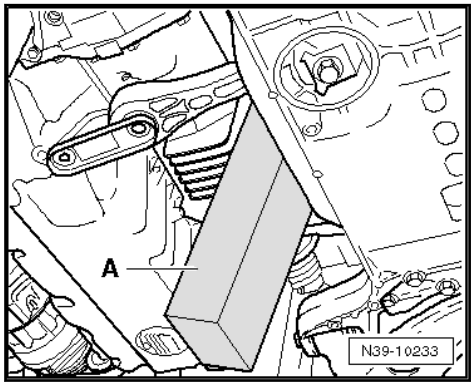
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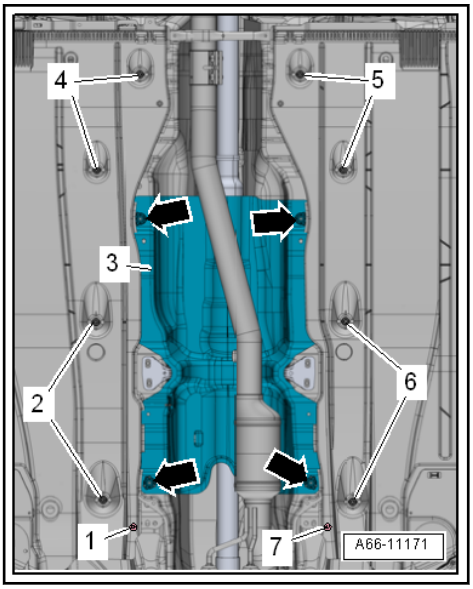
– Remove the bolts -2 and 3- for the pendulum support.



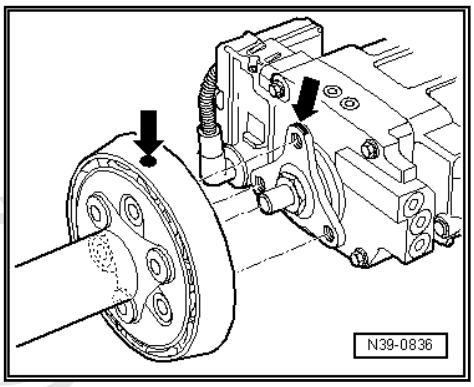
– Press the engine and transmission forward and secure with a suitable piece of wood -A-.



– Remove the driveshaft heat shield -3-. Refer to ⇒ Body Exterior; Rep. Gr. 66; Trim Strips / Trim / Extensions / Trim Panels; Overview - Heat Shield.



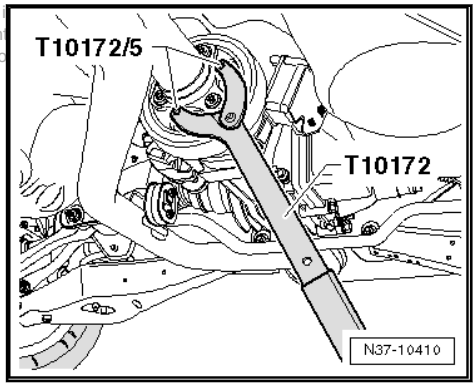
– Make sure there is a marking (colored dot) on the flexible disc/driveshaft and the rear final drive flange -arrows-.



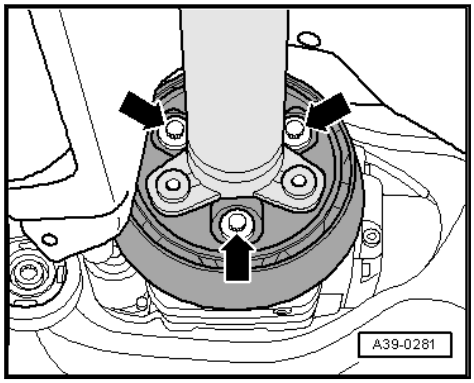
– If the mark is not present, then label the position of the flexible disc/driveshaft to the driveshaft flange on the rear final drive.

– To loosen the driveshaft bolts, counterhold with the Counterhold - Multiple Use -T10172A- and the Counterhold - Kit - Adapter 5 -T10172/5- on the rear final drive.

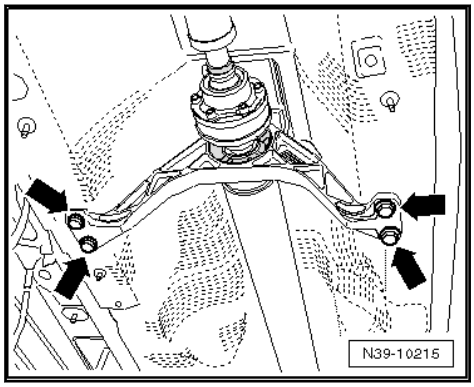
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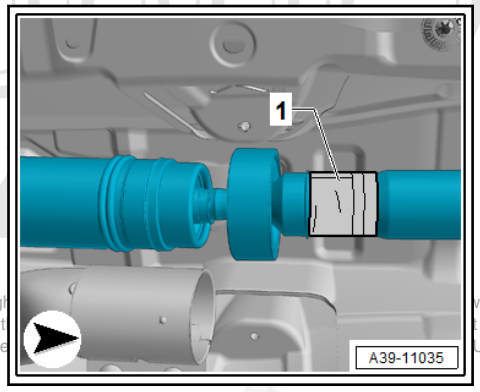
– Remove the driveshaft bolts -arrows- from the rear final drive.



– Remove the bolts -arrows- for the intermediate bearing.

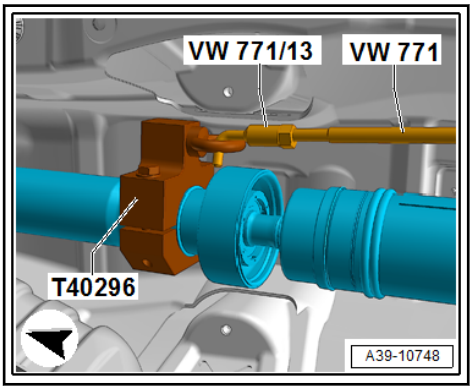


– Remove the driveshaft from the rear final drive alignment pin.
– Place the rear section of the driveshaft on the Engine and Gearbox Jack -VAS 6931- and on a wooden block.
– Wrap the driveshaft in front of the intermediate bearing with adhesive tape and secure the Tensioner -T40296-.



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– Hook the Slide Hammer Set -VW 771- with the Slide Hammer Set - Pulling Hook Slide Hammer Set - Pulling Hook -VW 771/13- into the Tensioner -T40296- and knock the driveshaft out toward the rear.



NOTICE

There is a risk of damaging the protective boot in the intermediate bearing.

– Remove, install or store the driveshaft in its fully extended position.

– Remove the driveshaft toward the rear and fully extended, if possible.

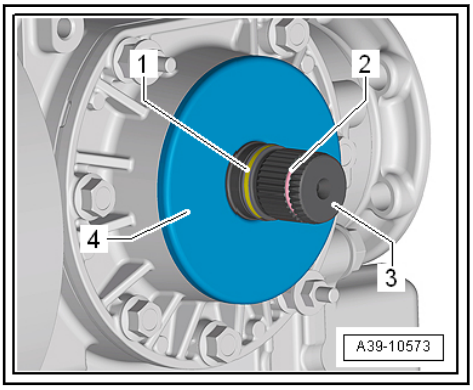
Installing

Install in reverse order of removal. At the same time note the following:

♦ Install all marked parts in their original position.

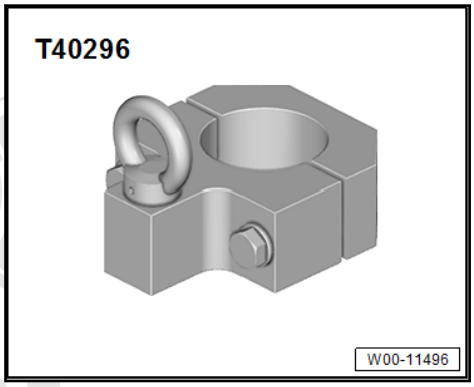
– Check the heat shield -4- for the shaft seal on the bevel box for damage and if necessary replace.

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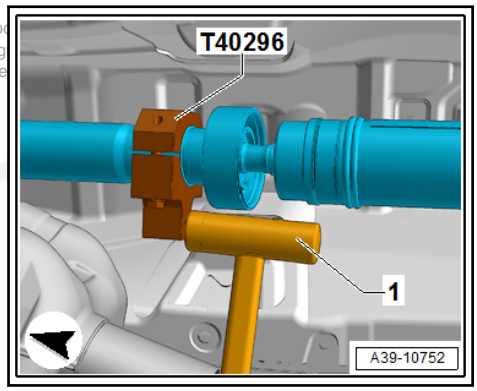
- Always replace the O-ring -1- and circlip -2- on the output shaft -3-. Refer to ⇒ Fig. ""Replace the Circlip on the Output Shaft/Shaft Bevel Gear"", page 21 .
- Lubricate the splines on the output shaft with Grease for Clutch Plate Shaft Splines -G 000 100-.

– Remove the eye from the Tensioner -T40296-.



– Mount the driveshaft on the output shaft splines of the bevel box.

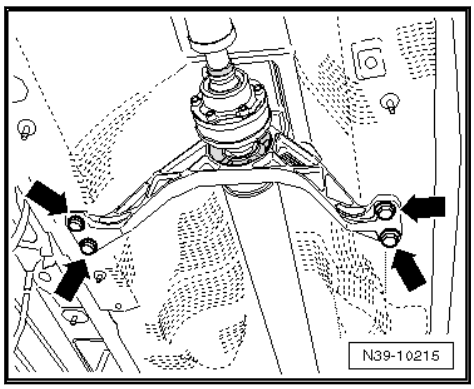
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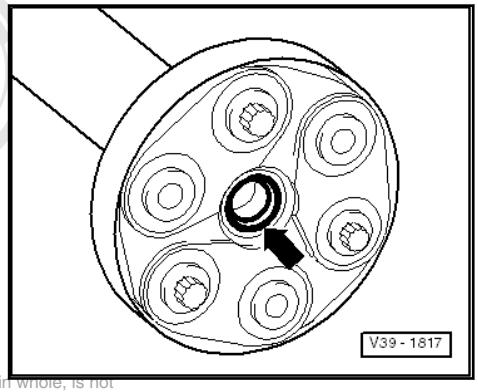
– Place the rear section of the driveshaft on the Engine and Gearbox Jack -VAS 6931- and on a wooden block.
– Using a plastic mallet -1-, hit on the Tensioner -T40296- until the driveshaft locks into place on the output shaft.

• The driveshaft must stop at the bevel box and must not be able to be removed by hand from the bevel box.

– Remove the Tensioner -T40296-.
– Lift the driveshaft using the Engine and Gearbox Jack -VAS 6931-.



– Install the bolts -arrows- for the intermediate bearing but do not tighten them.



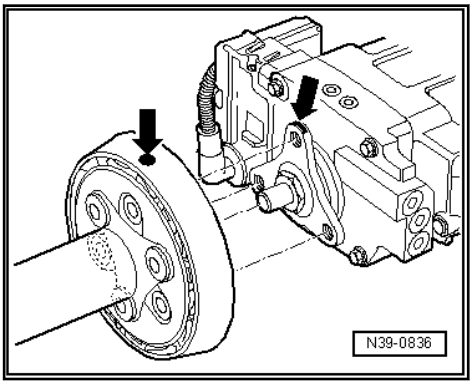
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NOTICE

Leaks due to damaged seal.

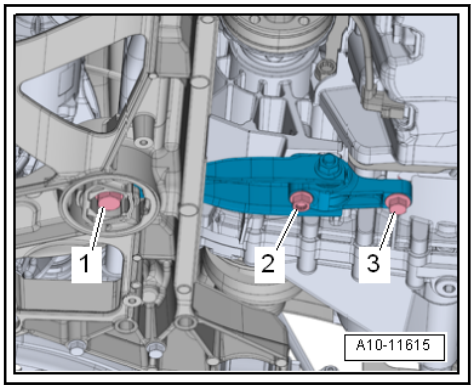
– Push the driveshaft horizontally toward the rear.

– Attach to the driveshaft to the rear final drive making sure the marks -arrows- are lined up.

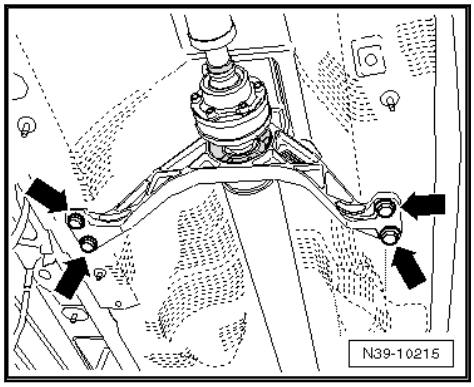


– Tighten the driveshaft bolts to the rear final drive.

– Tighten the bolts -2 and 3- for the pendulum support.



– Align the intermediate bearing without tension and tighten the bolts -arrows-.



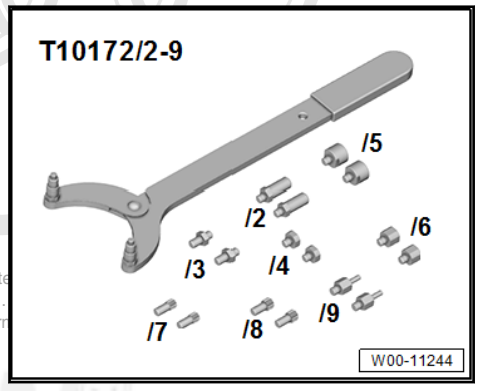
Tightening Specifications

- Refer to ⇒ -1.1.2 Driveshaft, Mounted On Transmission Side", page 19
- Overview - Subframe Mount. Refer to ⇒ Rep. Gr. 10; Subframe Mount; Overview - Subframe Mount.
- Catalytic converter and catalytic converter bracket. Refer to ⇒ 5-Cylinder Direct Injection 2.5L 4V TFSI Engine; Rep. Gr. 26; Emissions Control System; Overview - Emissions Control System.
- Differential pressure sensor. Refer to ⇒ Servicing - Engine; Rep. Gr. 24; Heated Oxygen Sensor; Overview - Heated Oxygen Sensor.
- Exhaust Pipes/Mufflers; Overview - Mufflers. Refer to ⇒ Rep. Gr. 26; Exhaust Pipes/Mufflers; Overview - Mufflers.
- Driveshaft heat shield. Refer to ⇒ Body Exterior; Rep. Gr. 66; Trim Strips / Trim / Extensions / Trim Panels; Overview - Heat Shield.
- Noise Insulation; Overview - Noise Insulation. Refer to ⇒ Body Exterior; Rep. Gr. 66; Noise Insulation; Overview - Noise Insulation.

1.3 Rear Flexible Disc, Removing and Installing

Special tools and workshop equipment required

- Counterhold - Kit - Multiple Use -T10172A- with Counterhold - Kit - Adapter 5 -T10172/5-



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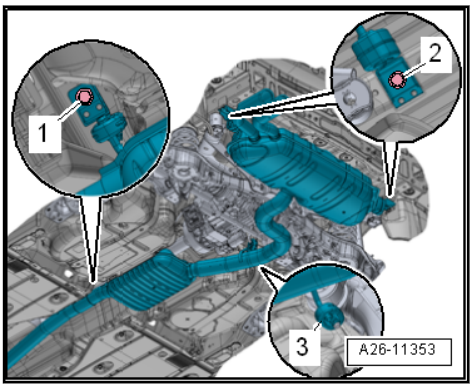
Removing

- Perform work on driveshaft on a two-column workshop hoist if possible.
- Label the position of all the parts to each other before removing them. Install in the same position otherwise the

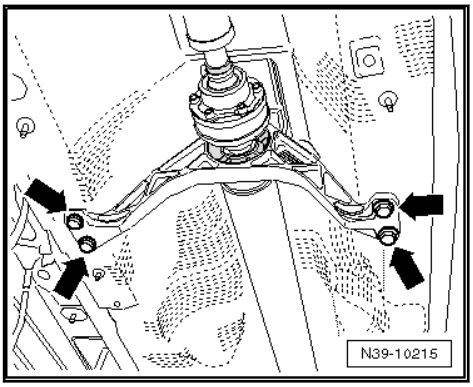
imbalance will be excessive and the bearings could get damaged causing rumbling noises.

- ♦ Do not bend the driveshaft, only store and move when fully extended.
- ♦ Never let the driveshaft "just hang" during removal. Always support it.
- ♦ Always remove or install the driveshaft horizontally with respect to the centering pin.

– Remove the muffler. Refer to ⇒ Rep. Gr. 26; Exhaust Pipe/ Muffler; Muffler, Removing and Installing.

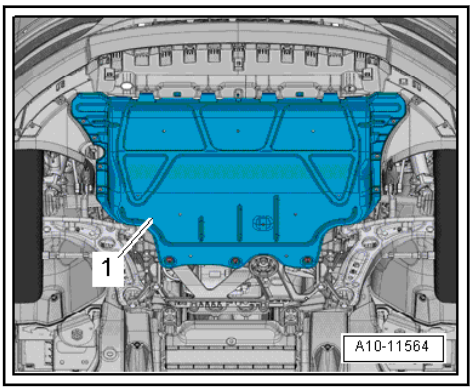


– Remove the bolts -arrows- for the intermediate bearing approximately three turns.

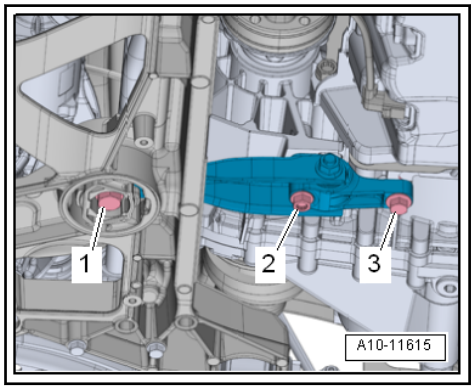


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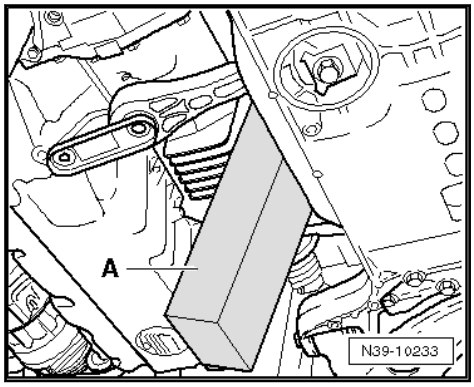
– Remove the front noise insulation -1-. Refer to ⇒ Body Exterior; Rep. Gr. 66; Noise Insulation; Noise Insulation, Removing and Installing.



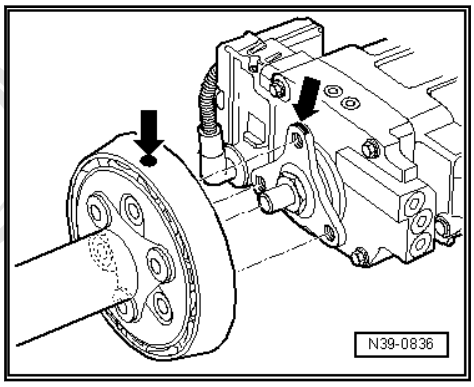
– Remove the bolts -2 and 3- for the pendulum support.



– Press the engine and transmission forward and secure with a suitable piece of wood -A-.

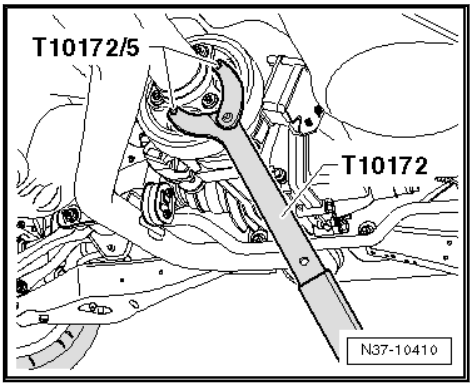


– Make sure there is a marking (colored dot) on the flexible disc and the driveshaft flange on the rear final drive -arrows-.

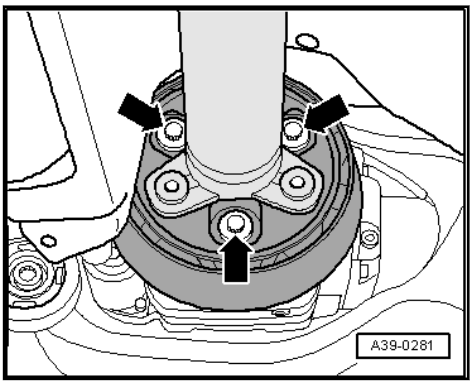


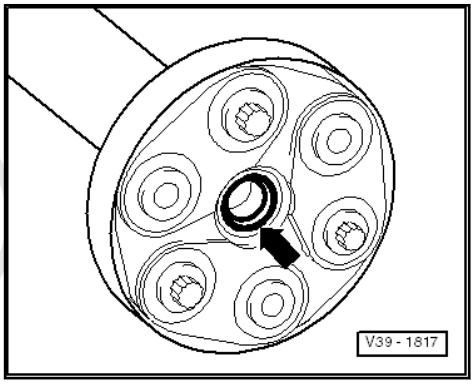
– If the marking is not there, then mark the position of the flexible disc to the driveshaft flange on the rear final drive.
– Label the position of the driveshaft to the flange on the bevel box.
– To loosen the driveshaft bolts, counterhold with the Counterhold - Multiple Use -T10172A- and the Counterhold - Kit - Adapter 5 -T10172/5- on the rear final drive.

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– Remove the driveshaft bolts -arrows- from the rear final drive.





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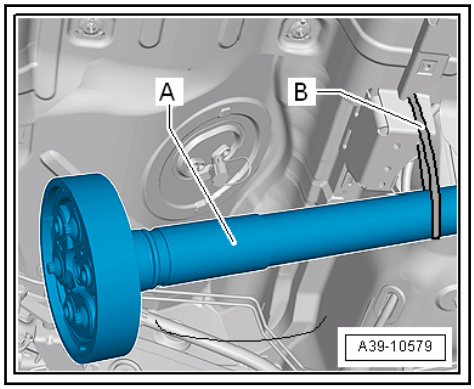
Leaks due to damaged seal.

– **Push the driveshaft horizontally toward the rear.**

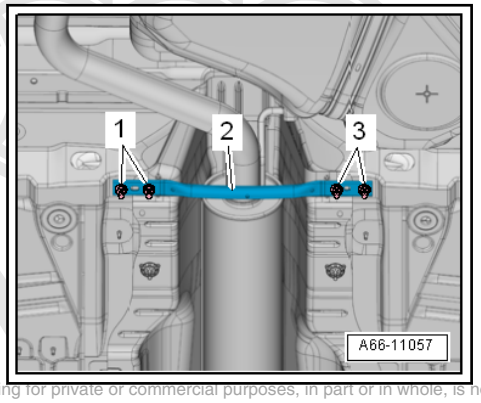
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- If the seal is damaged, the driveshaft must be replaced.

– Remove the driveshaft -A- from the alignment pins on the rear final drive and tie up using for example a wire -B- to the side of the body.

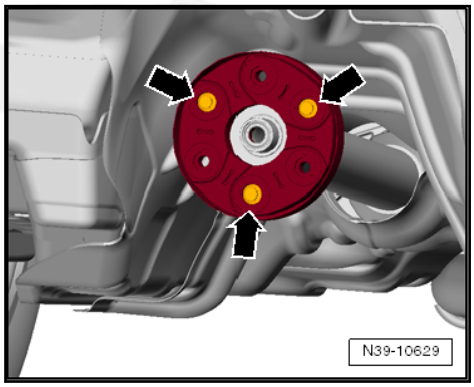


– Remove the rear tunnel brace -2-. Refer to ⇒ Body Exterior; Rep. Gr. 66; Underbody Trim Panel; Overview - Underbody Trim Panel.



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– Label the position of the rear flexible disc and the driveshaft tube flange to each other.



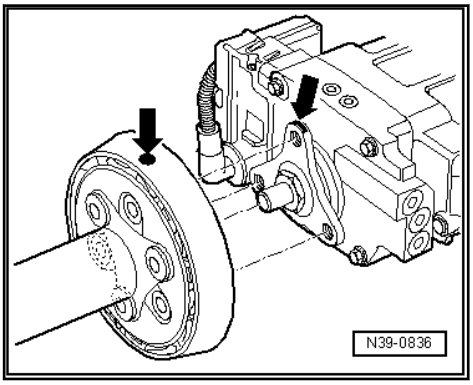
– Remove the rear flexible disc from the driveshaft tube -arrows-.

Installing

Install in reverse order of removal. At the same time note the following:

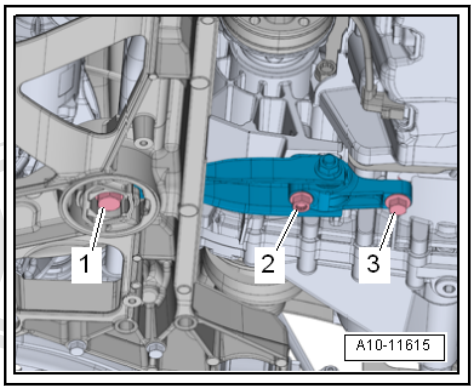
- Install all marked parts in their original position.
- Replace the bolts that were tightened with an additional turn.

– Attach to the driveshaft to the rear final drive making sure the marks -arrows- are lined up.



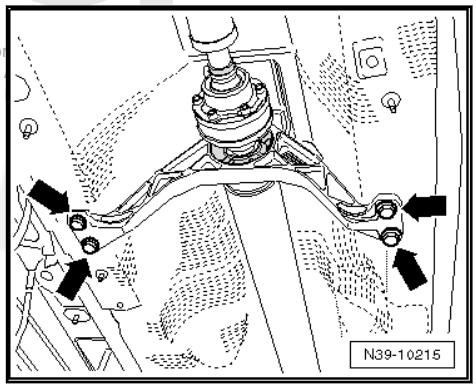
– Tighten the bolts for attaching the driveshaft flexible disc to the bevel box and to the rear final drive.

– Tighten the bolts -2 and 3- for the pendulum support.



– Align the intermediate bearing in the oblong holes so that neither the driveshaft nor the intermediate bearing are under stress.

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– Tighten the bolts -arrows-.

Tightening Specifications

- Refer to ⇒ -1.1 Driveshaft", page 17
- Overview - Subframe Mount. Refer to ⇒ Rep. Gr. 10; Subframe Mount; Overview - Subframe Mount.
- Exhaust Pipes/Mufflers; Overview - Mufflers. Refer to ⇒ Rep. Gr. 26; Exhaust Pipes/Mufflers; Overview - Mufflers.
- Tunnel Brace ⇒ Underbody Trim Panel; Overview- Underbody Trim Panels. Refer to ⇒ Body Exterior; Rep. Gr. 66; Underbody Trim Panel; Overview - Underbody Trim Panels.
- Heat Shield ⇒ Trim Strips / Trims / Extensions / Trim Panels; Overview - Heat Shield. Refer to ⇒ Body Exterior; Rep.

Gr. 66; Trim Strips, Trims, Extensions and Trim Panels; Overview - Heat Shield.

- Noise Insulation; Overview - Noise Insulation. Refer to ⇒ Body Exterior; Rep. Gr. 66; Noise Insulation; Overview - Noise Insulation.

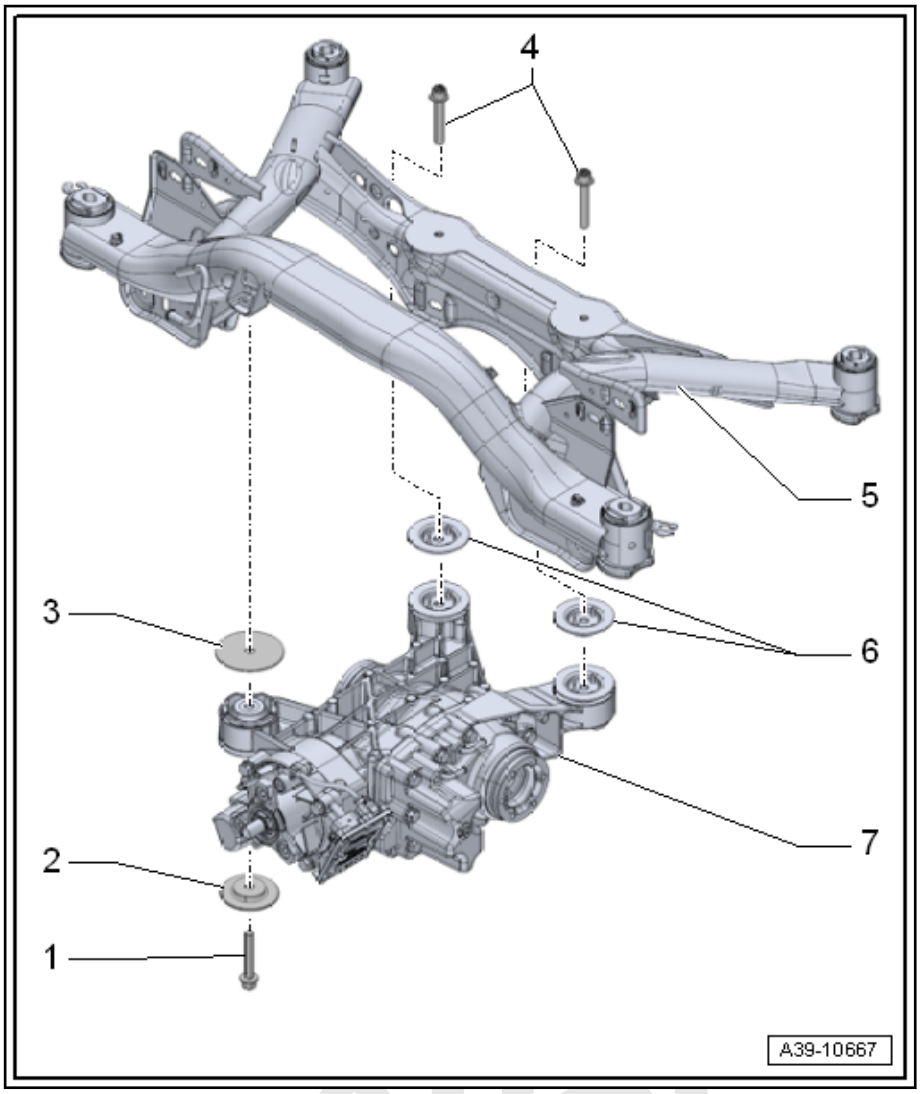
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2 Final Drive

⇒ -2.1 Final Drive", page 45

⇒ D2.2 rive, Removing and Installing", page 46

2.1 Overview - Final Drive



1 - Bolt

- ❑ Quantity: 3
- ❑ Always replace after removing
- ❑ 60 Nm +180°

2 - Stop Washer

- ❑ Place on the bonded rubber bushing. Refer to ⇒ Fig. "" Upper Rear and Lower Front Bonded Rubber Bushing Installation Position when Installing Stop Washer -B- "", page 76 .

3 - Washer

- ❑ Installation position: the bevel (small diameter) faces the subframe

4 - Bolts

- ❑ Always replace after removing
- ❑ 60 Nm +180°

5 - Rear Subframe

6 - Stop Washers

- ❑ Place on the bonded rubber bushing. Refer to ⇒ Fig. "" Upper Rear and Lower Front Bonded Rubber Bushing Installation Position when Installing Stop Washer -B- "", page 76 .

7 - Rear Final Drive

- ❑ Removing and Installing. Refer to ⇒ D2.2 rive, Removing and Installing", page 46 .
- ❑ Bonded Rubber Bushing, Removing and Installing. Refer to ⇒ -3.1 Assembly Mounts", page 70 .
- ❑ Depending on the version, with balance weight. Refer to ⇒ page 45 .

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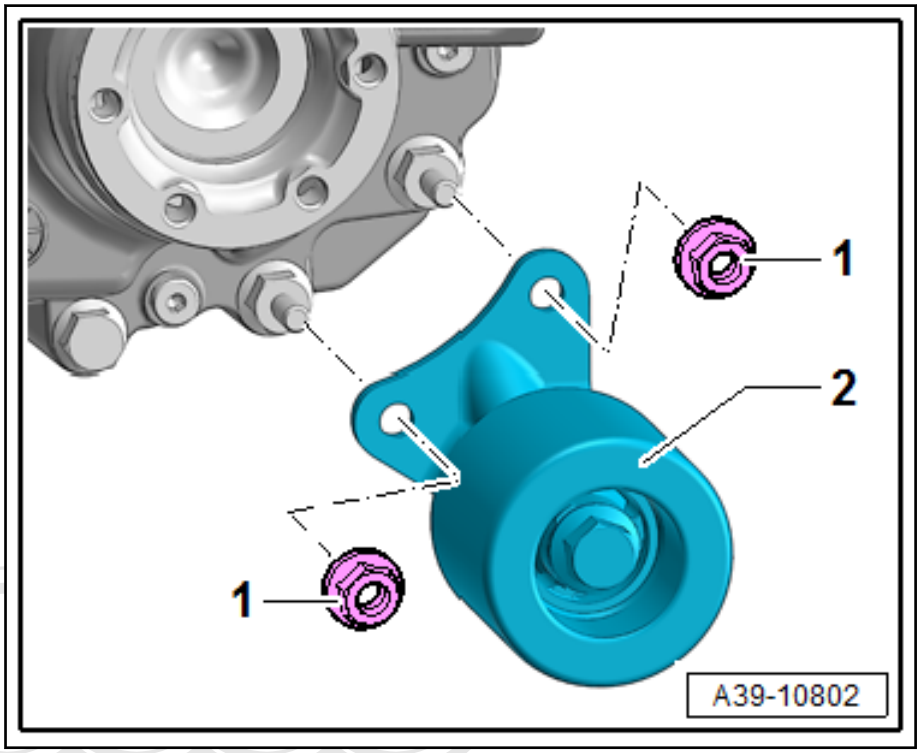
Balance Weight

1 - Nut

- ❑ 25 Nm

2 - Balance Weight

- ❑ Installed depending on the version



2.2 Final Drive, Removing and Installing

⇒ D2.2.1 rive, Removing and Installing", page 46

⇒ D2.2.2 rive, Removing and Installing, TT RS Roadster", page 58

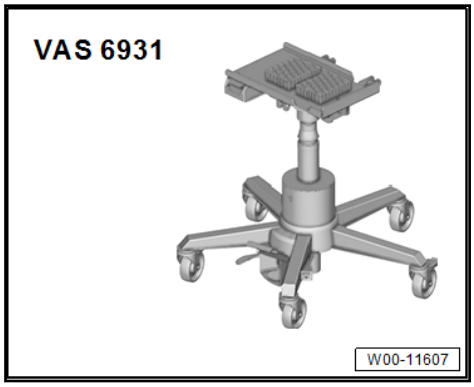
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2.2.1 Final Drive, Removing and Installing

Does not apply for the TT RS Roadster. Refer to ⇒ D2.2.2 rive, Removing and Installing, TT RS Roadster", page 58 .

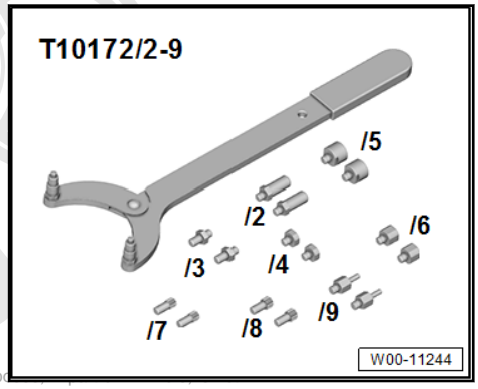
Special tools and workshop equipment required

- ♦ Engine and Gearbox Jack -VAS 6931-



- ♦ Bit XZN 14 -T40312-

- Counterhold - Kit - Multiple Use -T10172A- with Counterhold - Kit - Adapter 5 -T10172/5-

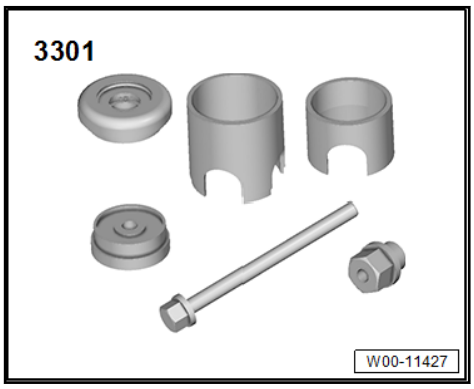


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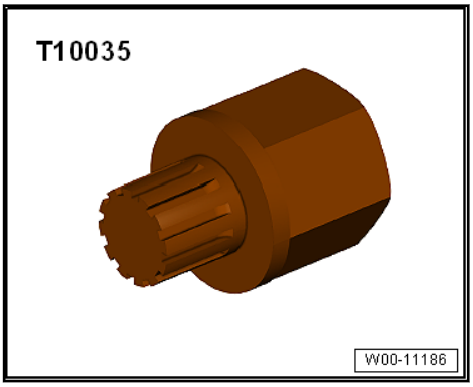
- Bearing Installer - Component -3346/2- and Control Arm Bearing Installer - Nut -3346/3-



- Subframe Bushing Tool Kit -3301- and Thrust Piece Subframe Bushing Tool Kit - Thrust Piece -3301/2-

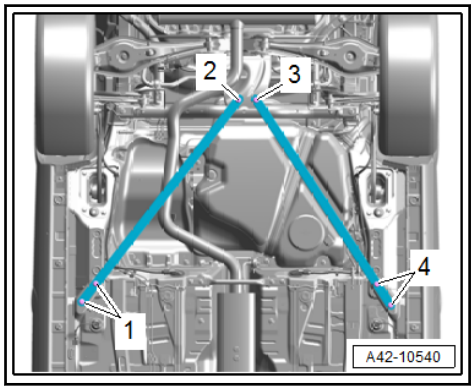


- Multipoint Socket -T10035-

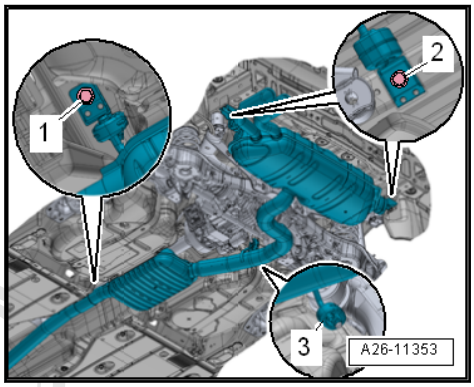


Removing

– If equipped, remove the rear diagonal braces. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Subframe; Overview - Subframe.



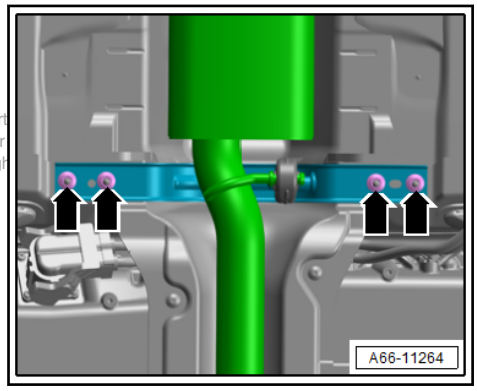
– Remove the muffler. Refer to ⇒ Rep. Gr. 26; Exhaust Pipe/ Muffler; Muffler, Removing and Installing.



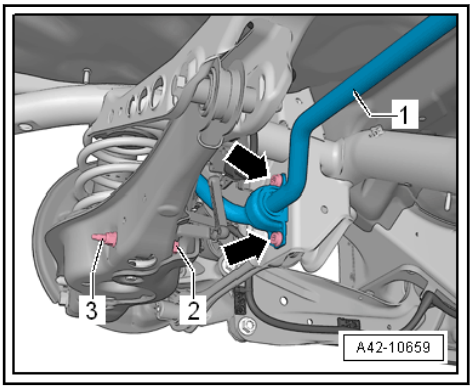
– A3 Cabriolet and TT Roadster: remove the rear crossbrace. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Sub-frame; Overview - Subframe.

– Remove the rear tunnel brace to do so loosen the bolts -arrows-.

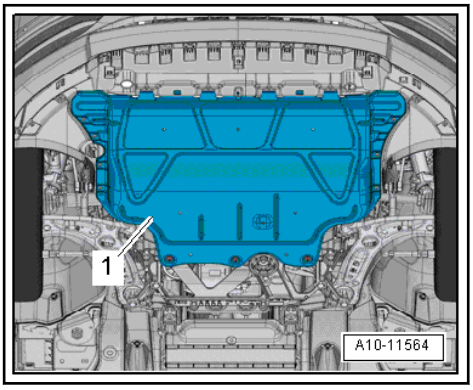
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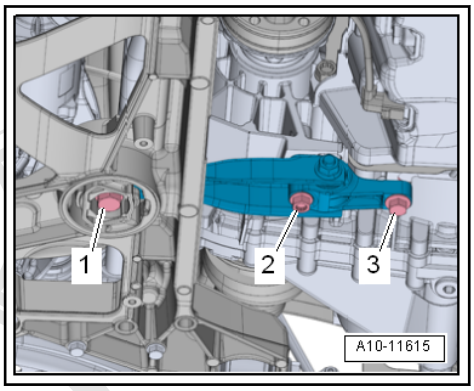
– Remove the rear stabilizer bar. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Stabilizer Bar; Stabilizer Bar, Removing and Installing.



– Remove the noise insulation -1-. Refer to ⇒ Body Exterior; Rep. Gr. 66; Noise Insulation; Noise Insulation, Removing and Installing.

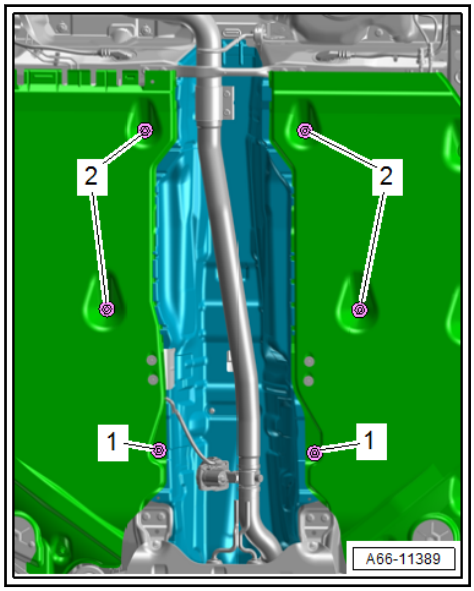


– Remove the bolts -2 and 3- for the pendulum support.

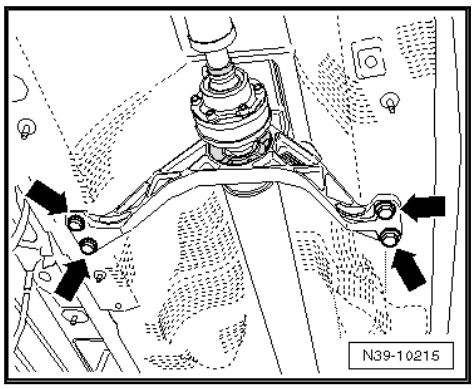


– Removing and installing the driveshaft heat shield. Refer to ⇒ Body Exterior; Rep. Gr. 66; Trim Strips / Trim / Extensions / Trim Panels; Floor Heat Shield, Removing and Installing.

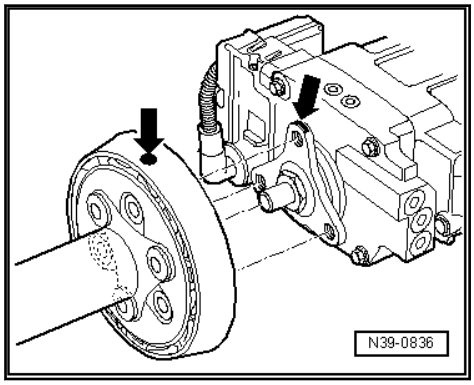
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– Loosen, but do not remove, the driveshaft intermediate bearing bolts -arrows-.



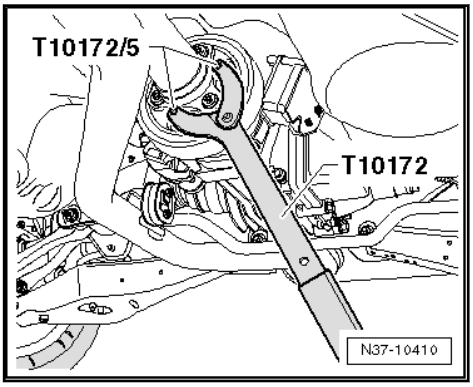
– Make sure there is a marking (colored dot) on the flexible disc and the driveshaft flange on the rear final drive -arrows-.



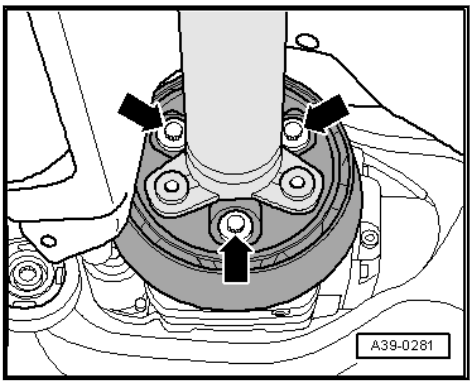
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– If the marking is not there, then mark the position of the flexible disc to the driveshaft flange on the rear final drive.

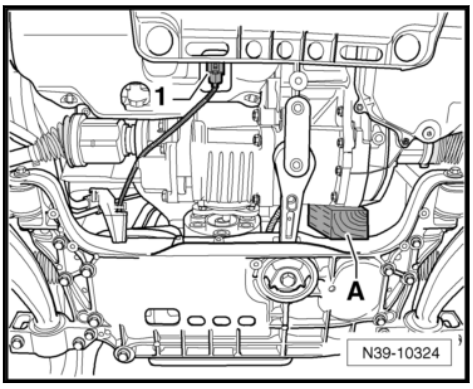
– To loosen the driveshaft bolts, counterhold with the Counterhold - Multiple Use -T10172A- and the Counterhold - Kit - Adapter 5 -T10172/5- on the rear final drive.

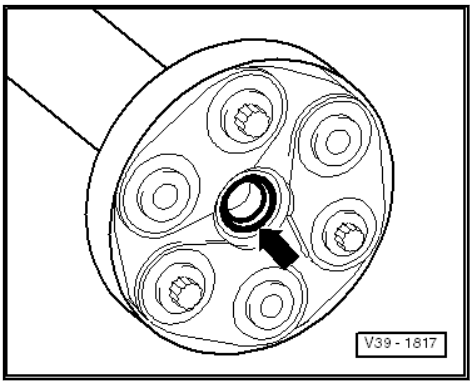


– Remove the driveshaft bolts -arrows- from the rear final drive.



– Press the engine and transmission forward and secure with a suitable piece of wood -A-.





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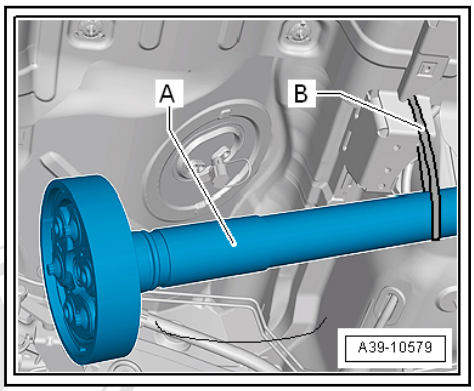
NOTICE

Leaks due to damaged seal.

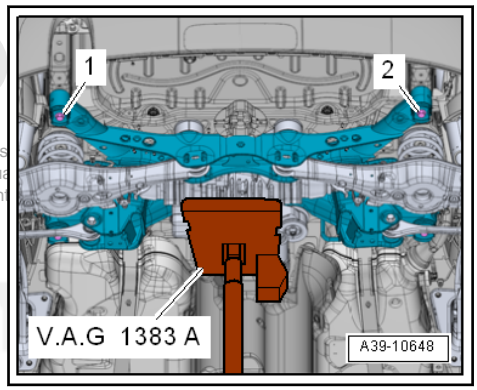
– Push the driveshaft horizontally toward the rear.

- If the seal is damaged, the driveshaft must be replaced.

– Remove the driveshaft -A- from the alignment pins on the rear final drive and tie up using for example a wire -B- to the side of the body.



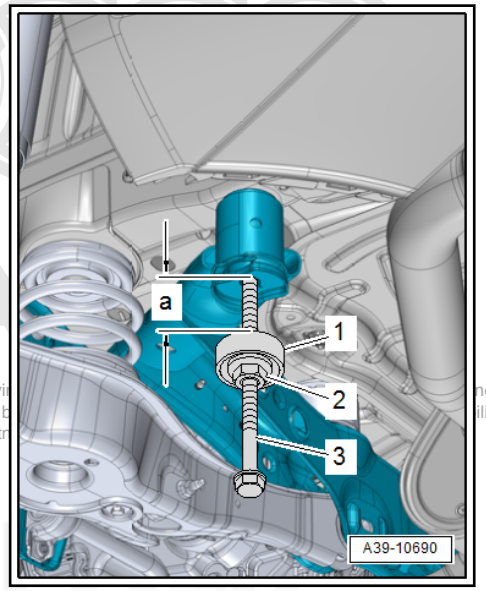
– With a piece of wood positioned underneath, place the Engine and Gearbox Jack -VAS 6931- under the rear final drive.



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– Remove the bolts -1 and 2-.

– Install the Bearing Installer - Component Bearing Installer - Component -3346/2- with Subframe Bushing Tool Kit -3301- and Control Arm Bearing Installer - Nut Control Arm Bearing Installer - Nut -3346/3- 15 mm into the body as shown.



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1 - Subframe Bushing Tool Kit -3301-

2 - Nut Control Arm Bearing Installer - Nut -3346/3-

3 - Bearing Installer - Component Bearing Installer - Component -3346/2-

– Install the Bearing Installer - Nut Control Arm Bearing Installer - Nut -3346/3- on the Bearing Installer - Component Bearing Installer - Component -3346/2- until the dimension -a- = 40 mm is reached.

• Do not lower the subframe more than 40 mm.

– Lower the Engine and Gearbox Jack -VAS 6931- until the subframe touches the Subframe Bushing Tool Kit -3301-.

Tip

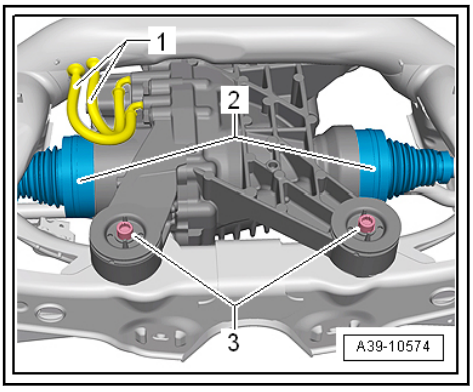
♦ If the subframe is not lowering by itself, then pull it down and insert a wooden wedge.

⚠ CAUTION

Risk of accident due to loose components.

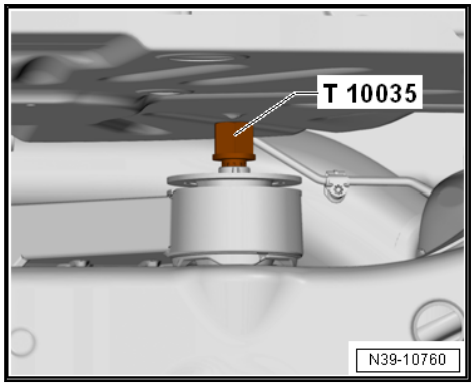
– The Engine and Gearbox Jack -VAS 6931- must not be lowered during assembly and must not sit unsupervised under the vehicle.

– Unclip the vent hose -1- from the subframe.



– Remove the drive axles -2- to the rear final drive. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Drive Axle, Drive Axle Removing and Installing.

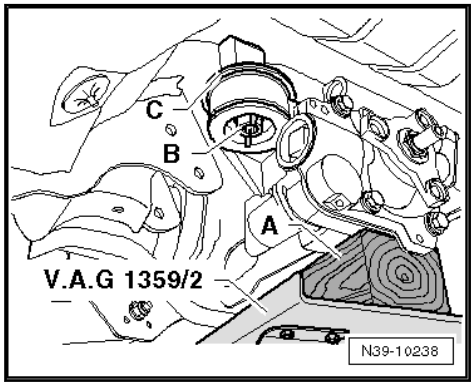
– Loosen the bolts -3- for the rear final drive using the Multi-point Socket -T10035- and remove as far as possible.



– Remove the bolts further using the Bit XZN 14 -T40312-.

• The bolts cannot be remove but are rather removed together with the final drive.

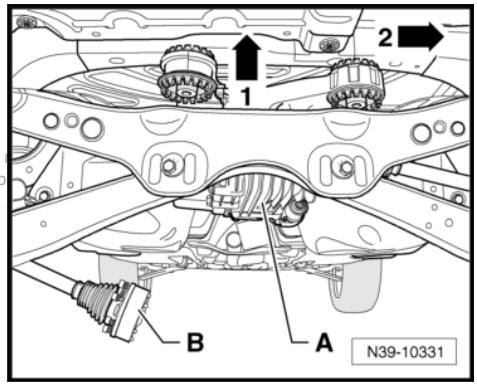
– Remove the bolt -B- from the front bonded rubber bushing.



– Remove the washer -C- on the top of the bonded rubber bushing.

• For better illustration the following work procedure is shown without the Engine/Gearbox Jack -VAS 6931-.

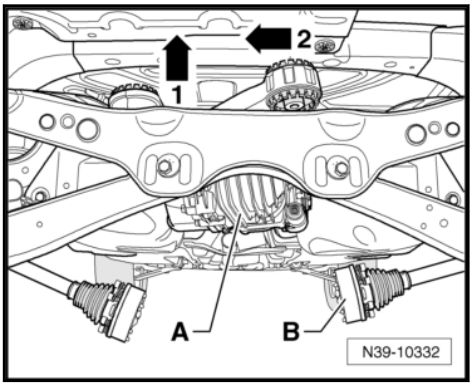
– Lift the final drive -A- in the rear -arrow 1- and push it as far as possible to the right -arrow 2-.



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– Remove the left drive axle -B- from the flange and carefully guide it downward.

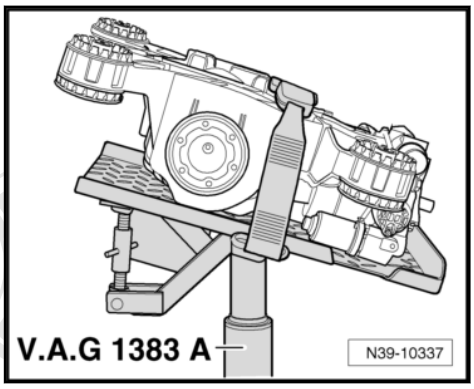
– Lift the final drive -A- in the rear -arrow 1- and push it as far as possible to the left -arrow 2-.



– Remove the right drive axle -B- from the flange and carefully guide it downward.

– Move back the final drive into the installation position.

– Secure the final drive using a strap, as shown in the illustration.



• In the illustration, the final drive is removed.

– Tilt the final drive at an angle with the Engine and Gearbox Jack -VAS 6931- and lower it slightly, as shown.

– Disconnect the connector from the All-Wheel Drive Control Module -J492-.

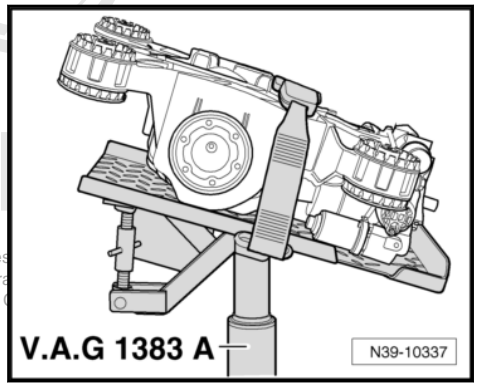
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– To remove, lower final drive farther and pull forward, ensuring there is sufficient clearance to other components.

Installing

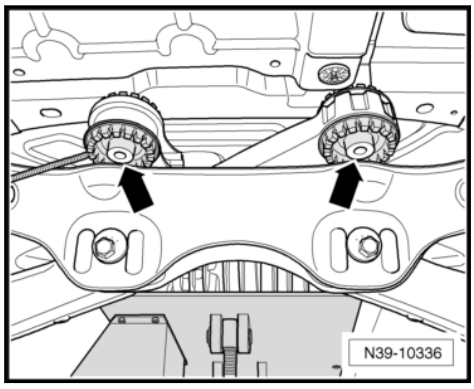
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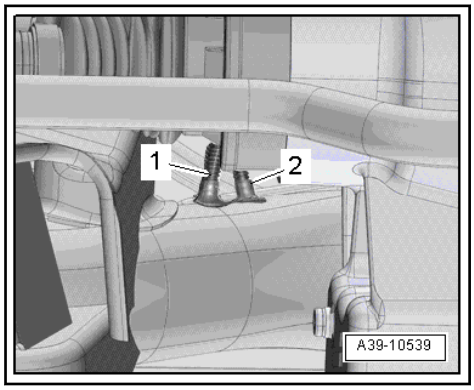
– Position the rear final drive under the vehicle supported by the wooden block and the strap.

– Tilt the final drive using the Engine and Gearbox Jack -VAS 6931-, as shown.

– Lift the final drive and guide the rear bonded rubber bushing -arrows- over the subframe, while ensuring there is sufficient clearance to the other components.

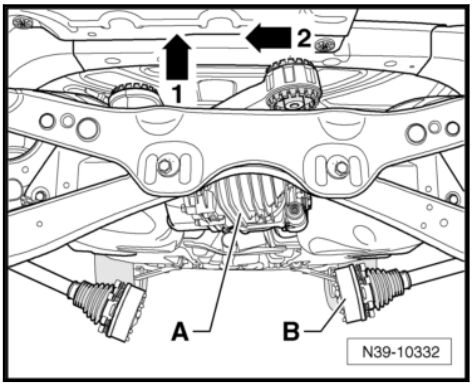


– Clip the bleeder hose -1- and -2- in the subframe.

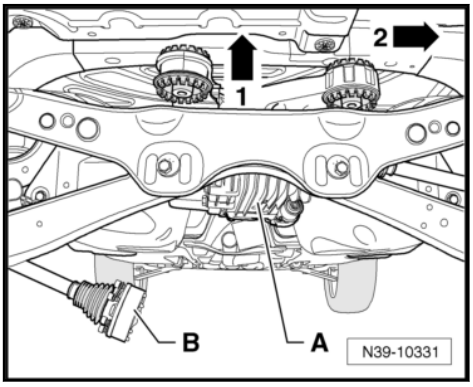


• For better illustration the following work procedure is shown without the Engine/Gearbox Jack -VAS 6931-.

– Lift the final drive -A- in the rear -arrow 1- and push it as far as possible to the left -arrow 2-.

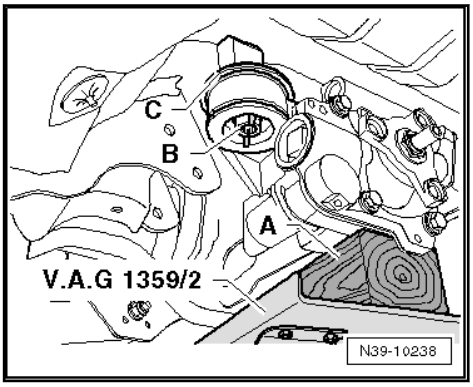


– Carefully guide the right drive axle -B- upward into the flange.
– Move back the final drive into the installation position.
– Install the right drive axle bolts on the final drive.
– Lift the final drive -A- in the rear -arrow 1- and push it as far as possible to the right -arrow 2-.



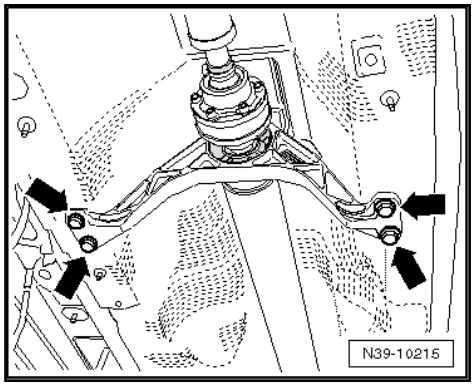
– Carefully guide the left drive axle -B- upward into the flange.
– Move back the final drive into the installation position.
– Install the left drive axle bolts on the final drive.
– Attach the driveshaft to the rear final drive.
– Lift the final drive into the installed position with the Engine and Gearbox Jack -VAS 6931-.

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– Position the washer -C- on the front bonded rubber bushing.
– Tighten the bolt -B- by hand all the way and the unscrew it again for five turns.

– Align the intermediate bearing in the oblong holes so that neither the driveshaft nor the intermediate bearing are under stress.



– Tighten the bolts -arrows-.

Further installation is performed in reverse order of the removal.

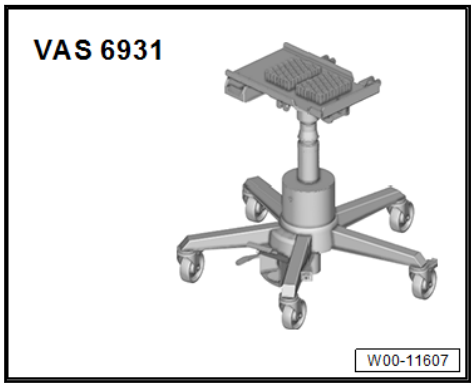
Tightening Specifications

- Refer to ⇒ -2.1 Final Drive", page 45
- Refer to ⇒ -1.1 Driveshaft", page 17
- Overview - Subframe Mount. Refer to ⇒ Rep. Gr. 10; Subframe Mount; Overview - Subframe Mount.
- Exhaust Pipes/Mufflers; Overview - Mufflers. Refer to ⇒ Rep. Gr. 26; Exhaust Pipes/Mufflers; Overview - Mufflers.
- Drive Axle; Overview - Drive Axle. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Drive Axle; Overview - Drive Axle.
- Subframe; Overview - Subframe. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Subframe; Overview - Subframe.
- Stabilizer Bar; Overview - Stabilizer Bar. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Stabilizer Bar; Overview - Stabilizer Bar.
- Noise Insulation; Overview - Noise Insulation. Refer to ⇒ Body Exterior; Rep. Gr. 66; Noise Insulation; Overview - Noise Insulation.

2.2.2 Final Drive, Removing and Installing, TT RS Roadster

Special tools and workshop equipment required

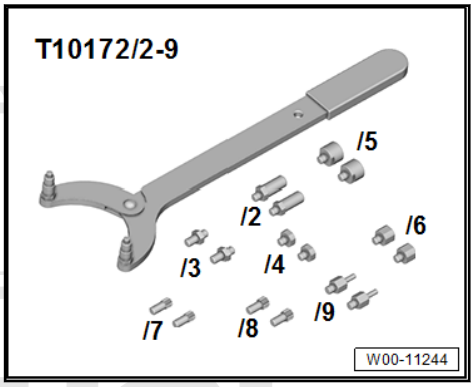
- Engine and Gearbox Jack -VAS 6931-



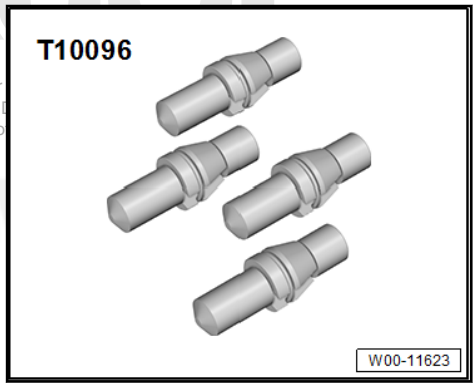
- Bit XZN 14 -T40312-

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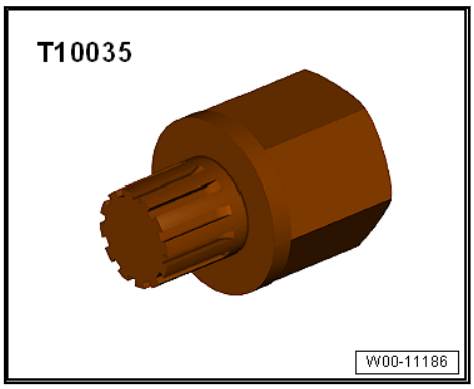
- Counterhold - Kit - Multiple Use -T10172A- with Counterhold - Kit - Adapter 5 -T10172/5-



- Locating Pins -T10096-



- Multipoint Socket -T10035-



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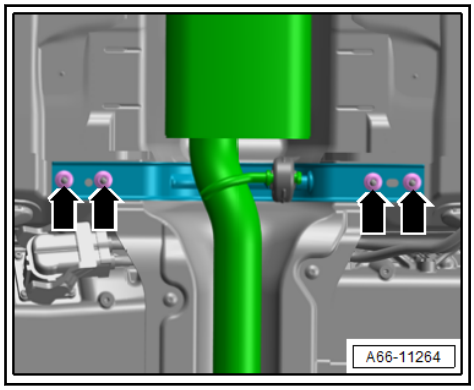
Removing

– Remove the rear diagonal braces. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Subframe; Overview - Subframe.

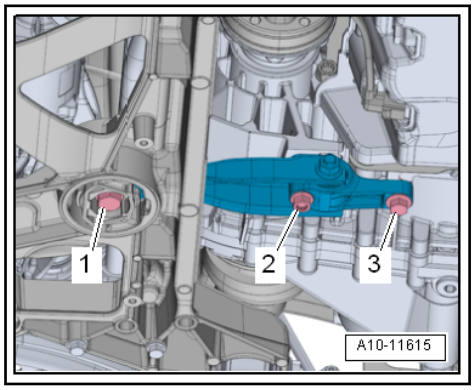
– Remove the muffler. Refer to ⇒ Rep. Gr. 26; Exhaust Pipe/Muffler; Muffler, Removing and Installing.

– Remove the rear crossbrace. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Subframe; Overview - Subframe.

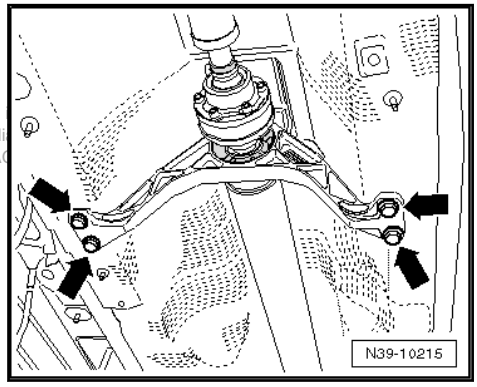
– Remove the rear tunnel brace to do so loosen the bolts -arrows-.



– Remove the rear stabilizer bar. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Stabilizer Bar; Stabilizer Bar, Removing and Installing.
– Remove the noise insulation. Refer to ⇒ Body Exterior; Rep. Gr. 66; Noise Insulation; Noise Insulation, Removing and Installing.
– Remove the bolts -2 and 3- for the pendulum support.

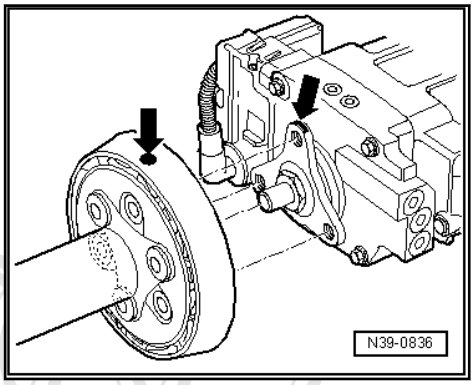


– Removing and installing the driveshaft heat shield. Refer to ⇒ Body Exterior; Rep. Gr. 66; Trim Strips / Trim / Extensions / Trim Panels; Floor Heat Shield, Removing and Installing.
– Loosen, but do not remove, the driveshaft intermediate bearing bolts -arrows-.



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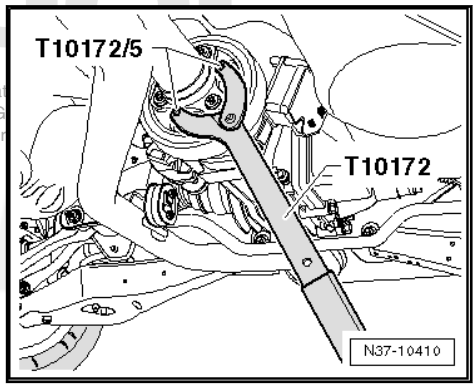
– Make sure there is a marking (colored dot) on the flexible disc and the driveshaft flange on the rear final drive -arrows-.



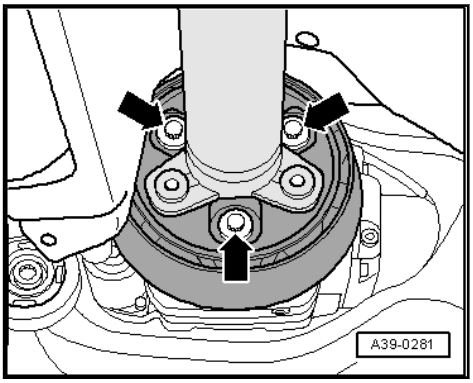
– If the marking is not there, then mark the position of the flexible disc to the driveshaft flange on the rear final drive.

– To loosen the driveshaft bolts, counterhold with the Counterhold - Multiple Use -T10172A- and the Counterhold - Kit - Adapter 5 -T10172/5- on the rear final drive.

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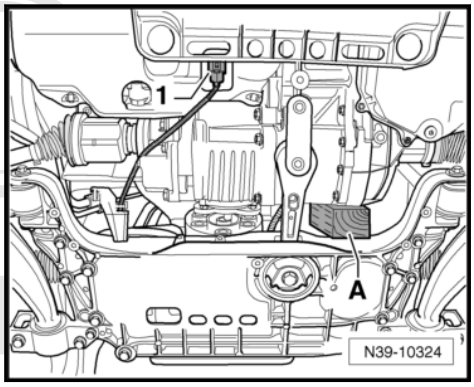


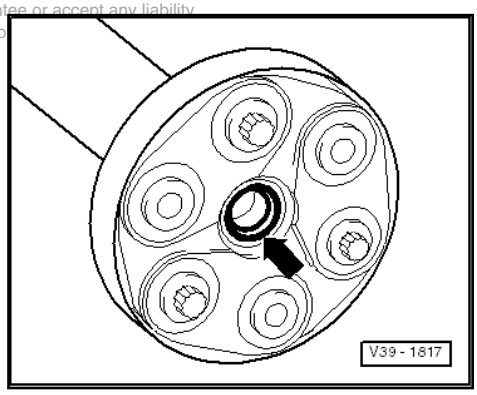
– Remove the driveshaft bolts -arrows- from the rear final drive.



– Press the engine and transmission forward and secure with a suitable piece of wood -A-.

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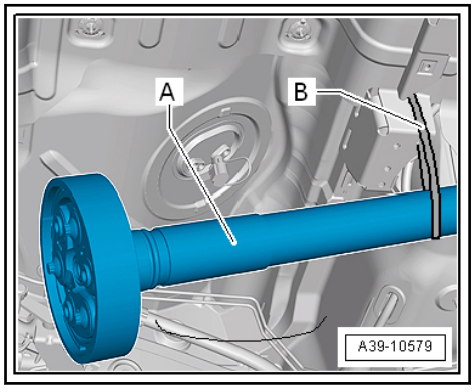
NOTICE

Leaks due to damaged seal.

– Push the driveshaft horizontally toward the rear.

- If the seal is damaged, the driveshaft must be replaced.

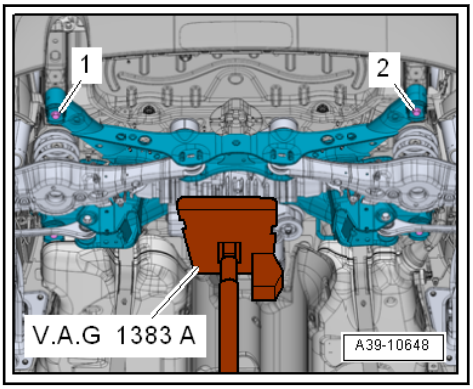
– Remove the driveshaft -A- from the alignment pins on the rear final drive and tie up using for example a wire -B- to the side of the body.



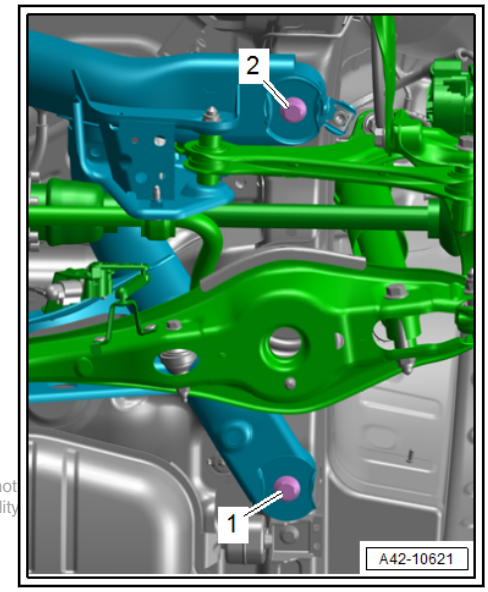
– Remove the left and right rear springs. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Suspension Strut/ Shock Absorber, Spring; Spring, Removing and Installing.

– Remove the drive axles from the rear final drive. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Drive Axle; Drive Axle, Removing and Installing.

– With a piece of wood positioned underneath, place and support the Engine and Gearbox Jack -VAS 6931- under the rear final drive.



– Remove the bolts -1 and 2- and insert the Locating Pins -T10096-.
– Remove the front bolts -2- maximum 20 mm.



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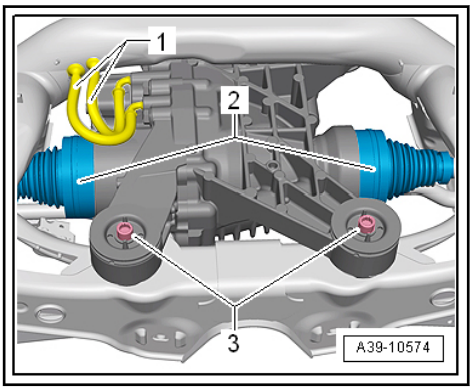
– Lower the Engine and Gearbox Jack -VAS 6931- until the subframe touches the front bolts -2-.

CAUTION

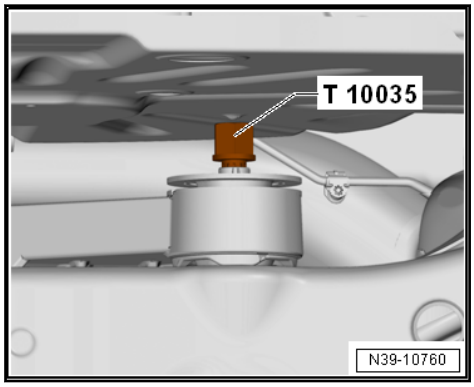
Risk of accident due to loose components.

– The Engine and Gearbox Jack -VAS 6931- must not be lowered during assembly and must not sit unsupervised under the vehicle.

– Unclip the vent hose -1- from the subframe.



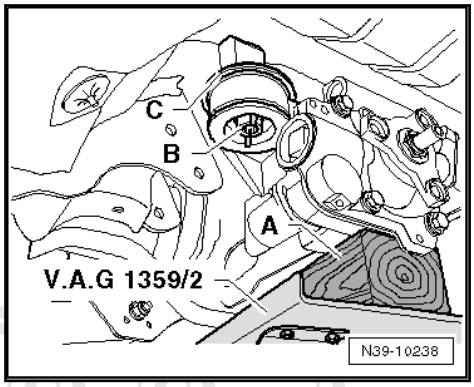
– Loosen the bolts -3- for the rear final drive using the Multi-point Socket -T10035- and remove as far as possible.



– Remove the bolts further using the Bit XZN 14 -T40312-.

• The bolts cannot be remove but are rather removed together with the final drive.

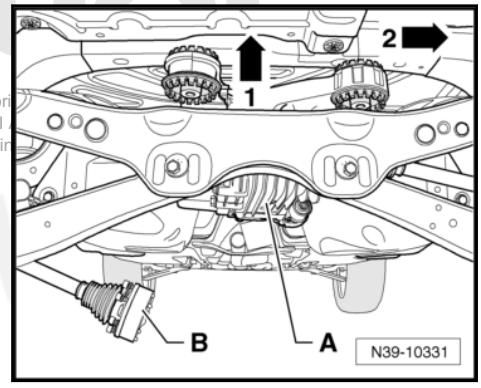
– Remove the bolt -B- from the front bonded rubber bushing.



– Remove the washer -C- on the top of the bonded rubber bushing.

• For better illustration the following work procedure is shown without the Engine/Gearbox Jack -VAS 6931-.

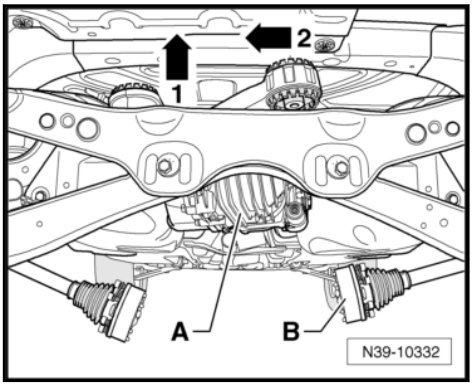
– Lift the final drive -A- in the rear -arrow 1- and push it as far as possible to the right -arrow 2-.



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– Remove the left drive axle -B- from the flange and carefully guide it downward.

– Lift the final drive -A- in the rear -arrow 1- and push it as far as possible to the left -arrow 2-.

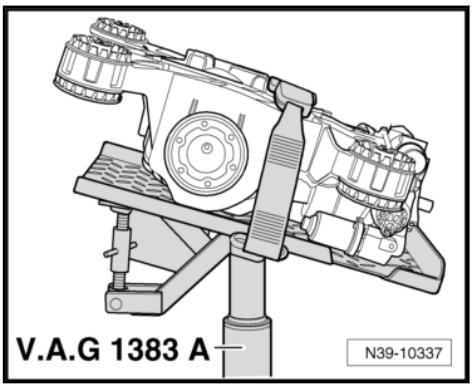


– Remove the right drive axle -B- from the flange and carefully guide it downward.

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– Move back the final drive into the installation position.

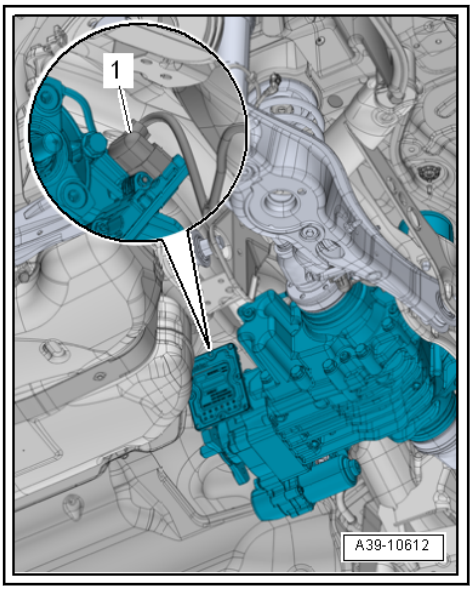
– Secure the final drive using a strap, as shown in the illustration.



• In the illustration, the final drive is removed.

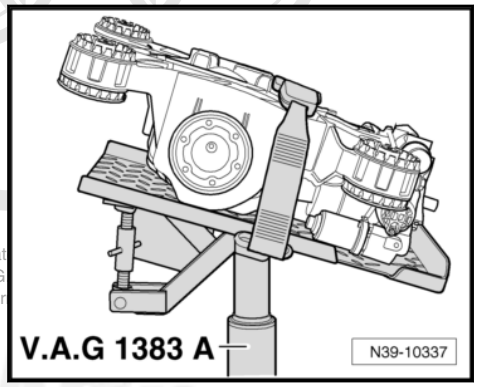
– Tilt the final drive at an angle with the Engine and Gearbox Jack -VAS 6931- and lower it slightly, as shown.

– Disconnect the connector from the All-Wheel Drive Control Module -J492-.



– To remove, lower final drive farther and pull forward, ensuring there is sufficient clearance to other components.

Installing

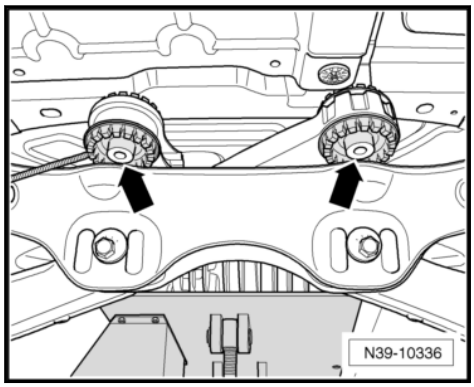


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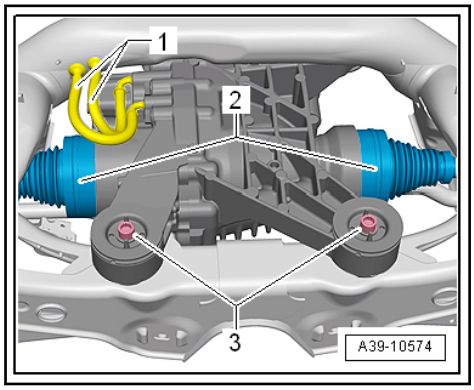
– Position the rear final drive under the vehicle supported by the wooden block and the strap.

– Tilt the final drive using the Engine and Gearbox Jack -VAS 6931-, as shown.

– Lift the final drive and guide the rear bonded rubber bushing -arrows- over the subframe, while ensuring there is sufficient clearance to the other components.

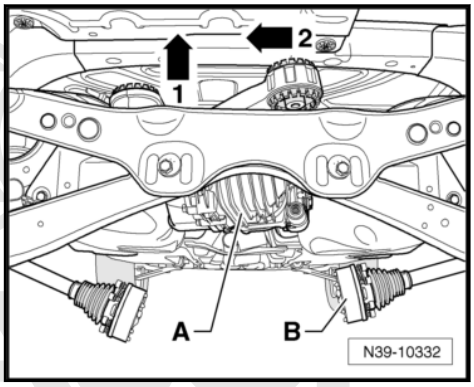


– Clip the ventilation hose -1- onto the subframe.



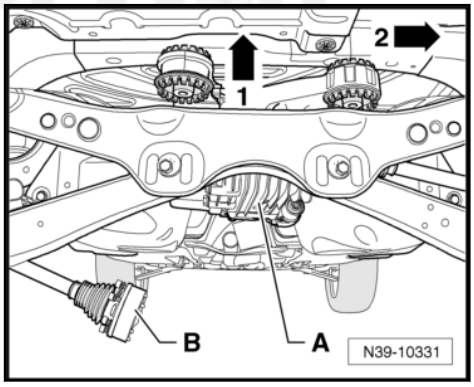
• For better illustration the following work procedure is shown without the Engine/Gearbox Jack -VAS 6931-.

– Lift the final drive -A- in the rear -arrow 1- and push it as far as possible to the left -arrow 2-.

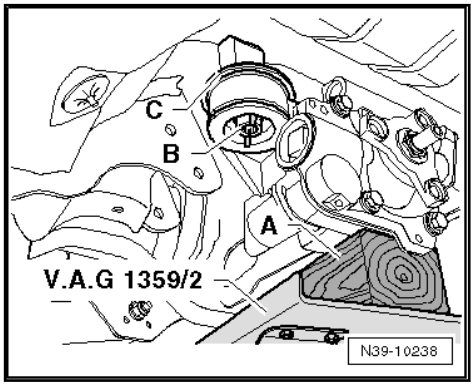


– Carefully guide the right drive axle -B- upward into the flange.
– Move back the final drive into the installation position.
– Install the right drive axle bolts on the final drive.
– Lift the final drive -A- in the rear -arrow 1- and push it as far as possible to the right -arrow 2-.

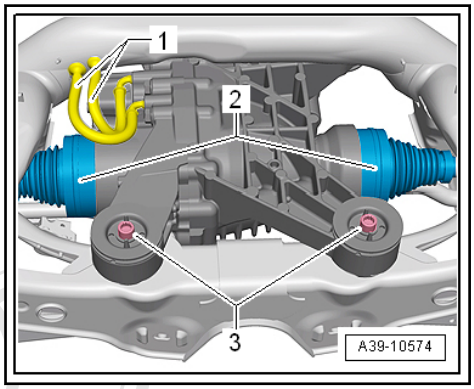
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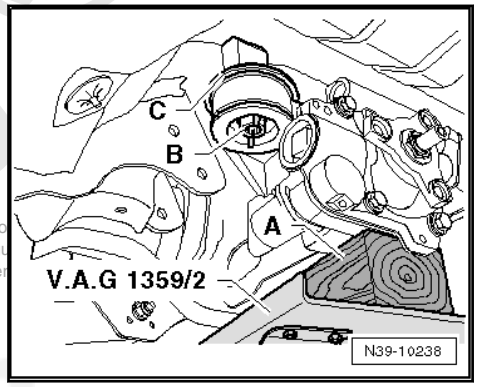
– Carefully guide the left drive axle -B- upward into the flange.
– Move back the final drive into the installation position.
– Install the left drive axle bolts on the final drive.
– Lift the final drive into the installed position with the Engine and Gearbox Jack -VAS 6931-.



– Position the washer -C- on the front bonded rubber bushing.
– Tighten the bolt -B- hand-tight all the way.
– Tighten the bolts -3-.

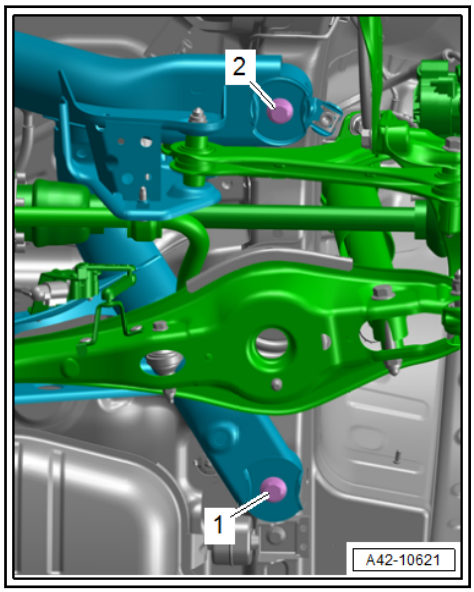


– Tighten the bolt -B-.

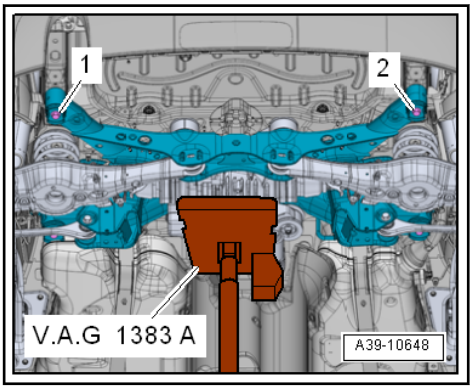


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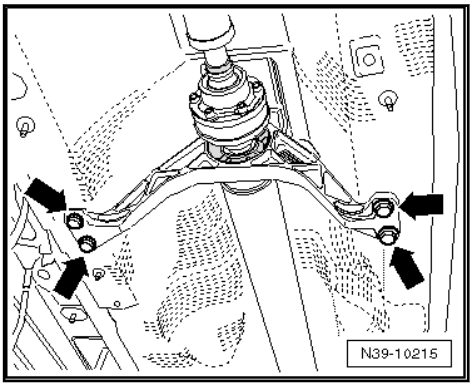
– Lift the final drive and the subframe using the Engine and Gearbox Jack -VAS 6931- all the way on the underbody. At the same time guide the rear subframe in the Locating Pins -T10096- without tension.
– Replace the bolts -2- and tighten.



– Remove the Locating Pins -T10096- and tighten the new bolts -1 and 2-.



– Attach the driveshaft to the rear final drive.
– Align the intermediate bearing in the oblong holes so that neither the driveshaft nor the intermediate bearing are under stress.



– Tighten the bolts -arrows-.

Further installation is performed in reverse order of the removal.

Tightening Specifications

- Refer to ⇒ -2.1 Final Drive", page 45
- Refer to ⇒ -1.1 Driveshaft", page 17
- Overview - Subframe Mount. Refer to ⇒ Rep. Gr. 10; Subframe Mount; Overview - Subframe Mount.
- Exhaust Pipes/Mufflers; Overview - Mufflers. Refer to ⇒ Rep. Gr. 26; Exhaust Pipes/Mufflers; Overview - Mufflers.
- Drive Axle; Overview - Drive Axle. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Drive Axle; Overview - Drive Axle.
- Subframe; Overview - Subframe. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Subframe; Overview - Subframe.
- Stabilizer Bar; Overview - Stabilizer Bar. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Stabilizer Bar; Overview - Stabilizer Bar.
- Noise Insulation; Overview - Noise Insulation. Refer to ⇒ Body Exterior; Rep. Gr. 66; Noise Insulation; Overview - Noise Insulation.

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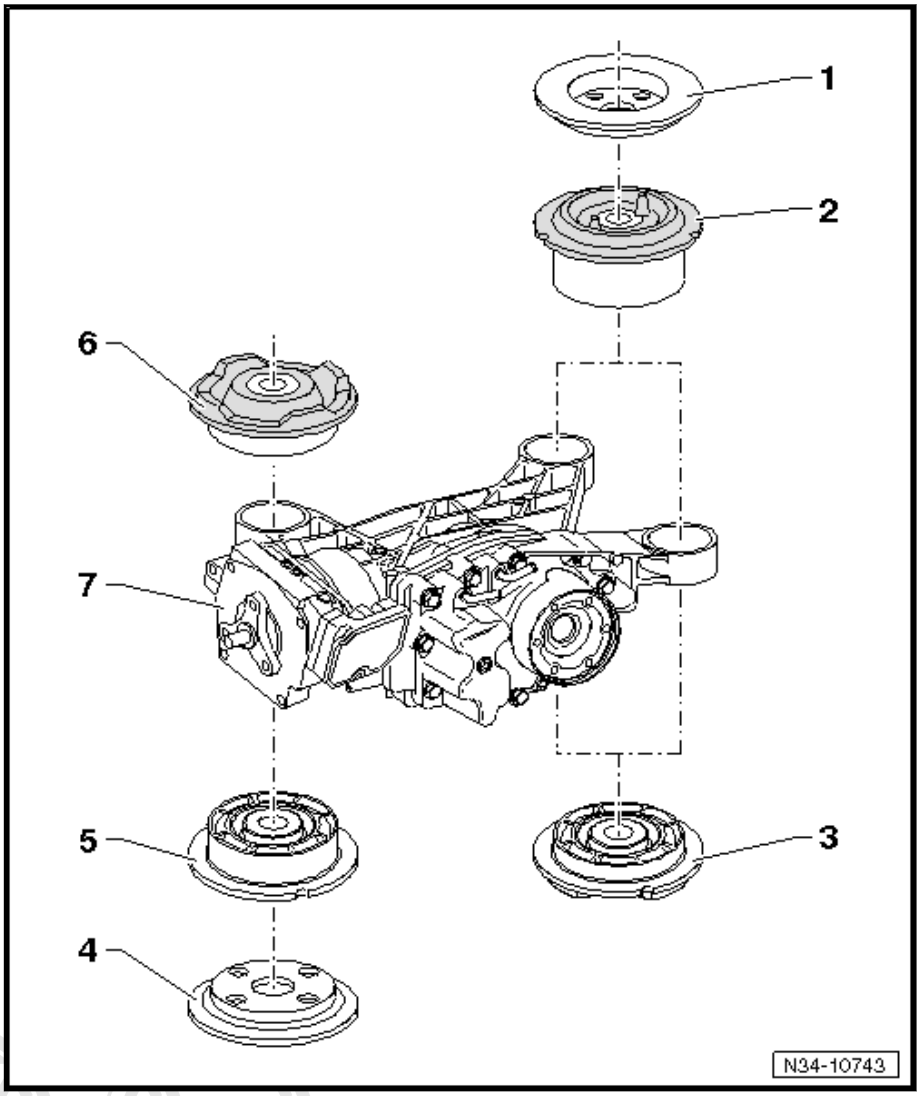
3 Assembly Mounts

⇒ -3.1 Assembly Mounts", page 70

⇒ R3.2 ubber Bushing, Removing and Installing", page 72

3.1 Overview - Assembly Mounts

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1 - Stop Washer

- ❑ Remove before removing the bonded rubber bushings ⇒ Item 2 (page 71) .
- ❑ Place on the bonded rubber bushings ⇒ Item 2 (page 71) . Refer to ⇒ Fig. “” Upper Rear and Lower Front Bonded Rubber Bushing Installation Position when Installing Stop Washer -B- ”“, page 76 .

2 - “Upper Rear” Bonded Rubber Bushing

- ❑ Removing. Refer to ⇒ Fig. “” Upper Rear Bonded Rubber Bushing, Removing”“, page 73 .
- ❑ Differentiation of “upper rear” and “lower front” bonded rubber bushings. Refer to ⇒ Fig. “” Upper Rear and Lower Front Bonded Rubber Bushings, Differentiating”“, page 75 .
- ❑ Installation position. Refer to ⇒ Fig. “” Upper Rear and Lower Front Bonded Rubber Bushing Installation Position when Installing Stop Washer -B- ”“, page 76 .
- ❑ Installing. Refer to ⇒ Fig. “” Upper Rear -A- and Lower Rear -B- Bonded Rubber Bushings, Installing”“, page 74 .

3 - “Lower Rear” Bonded Rubber Bushing

- ❑ Removing. Refer to ⇒ Fig. “” Lower Rear Bonded Rubber Bushing, Removing”“, page 73 .
- ❑ Installing. Refer to ⇒ Fig. “” Upper Rear -A- and Lower Rear -B- Bonded Rubber Bushings, Installing”“, page 74 .

4 - Stop Washer

- ❑ Remove before removing the bonded rubber bushing ⇒ Item 5 (page 71) .
- ❑ Place on the bonded rubber bushing ⇒ Item 5 (page 71) . Refer to ⇒ Fig. “” Upper Rear and Lower Front Bonded Rubber Bushing Installation Position when Installing Stop Washer -B- ”“, page 76 .

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5 - “Lower Front” Bonded Rubber Bushing

- ❑ Removing. Refer to ⇒ Fig. “” Lower Front Bonded Rubber Bushing, Removing”“, page 74 .
- ❑ Differentiation of “upper rear” and “lower front” bonded rubber bushings. Refer to ⇒ Fig. “” Upper Rear and Lower Front Bonded Rubber Bushings, Differentiating”“, page 75 .
- ❑ Installation position. Refer to ⇒ Fig. “” Upper Rear and Lower Front Bonded Rubber Bushing Installation Position when Installing Stop Washer -B- ”“, page 76 .
- ❑ Installing. Refer to ⇒ Fig. “” Lower Front -A- and Upper Front -B- Bonded Rubber Bushings, Installing”“, page 75 .

6 - “Upper Front” Bonded Rubber Bushing

- ❑ Removing. Refer to ⇒ Fig. “” Upper Front Bonded Rubber Bushing, Removing”“, page 74 .

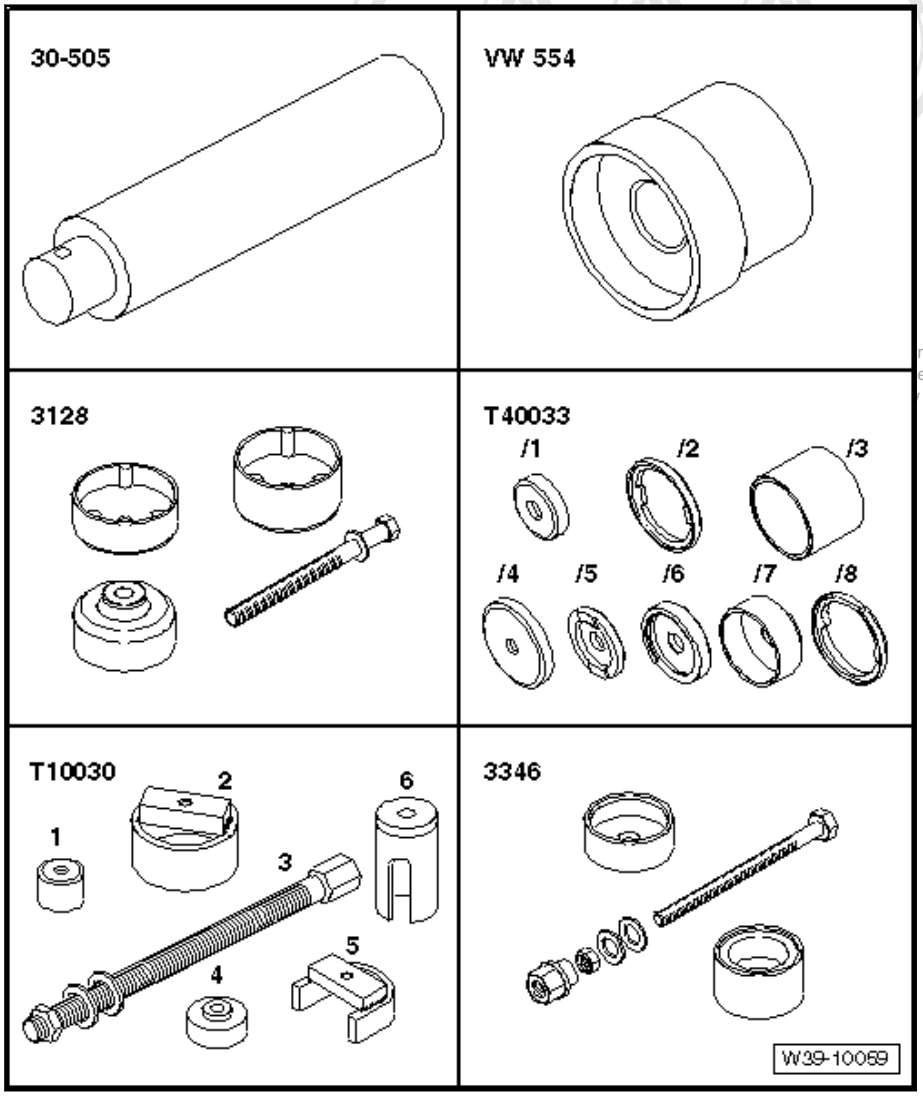
❑ Installing. Refer to ⇒ Fig. “” Lower Front -A- and Upper Front -B- Bonded Rubber Bushings, Installing””, page 75 .

7 - Rear Final Drive

❑ Removing and Installing. Refer to ⇒ -2.1 Final Drive”, page 45 .

3.2 Bonded Rubber Bushing, Removing and Installing

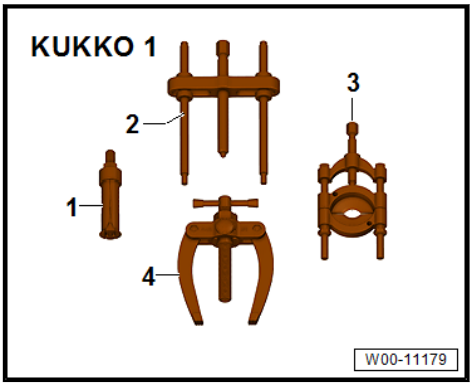
Special tools and workshop equipment required



- Locking Pin Driver -30 - 505-
- Bearing Installer - Clutch Housing/Gearbox Bearing -VW 554-
- Bushing Installer - Rear Axle Beam -3128-
- Rear Bushing Tool -T40033/1-
- Assembly Tool Kit - Traverse -T10030/5-
- Bearing Installer - Component -3346/2-
- Control Arm Bearing Installer - Nut -3346/3-

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♦ -1- Internal Puller -VAS 251 601-

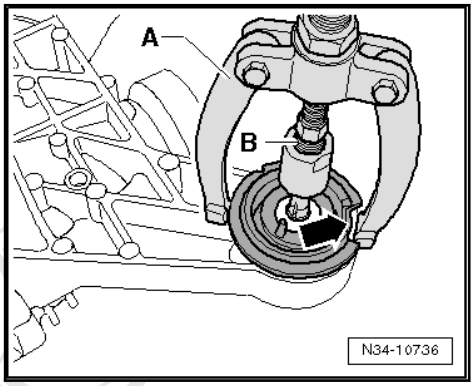


♦ -4- Counter Support -VAS 251621-

Procedure

- The rear final drive is removed.

“Upper Rear” Bonded Rubber Bushing, Removing



A - Counter Support, for example -VAS 251 621-

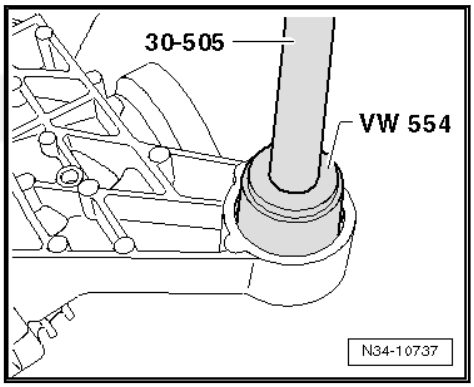
B - Internal Puller 12 to 16 mm, for example -VAS 251 601-

– A piece must be broken out of the bonded rubber bushing collar -arrow- to attach the Support.

– Insert the Internal Puller in the joint of the upper and lower bonded rubber bushing and tension.

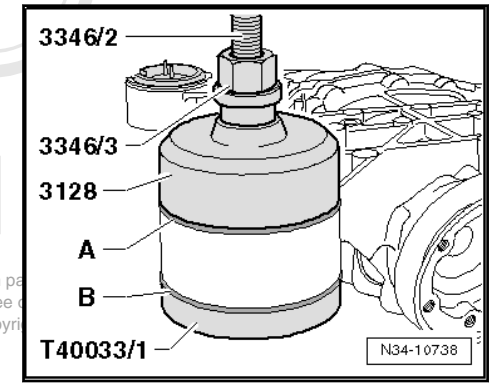
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“Lower Rear” Bonded Rubber Bushing, Removing



- If the bonded rubber bushing should be replaced separately, it can also be removed with the Counter Support, such as the -VAS 251 621- and the Internal Puller 12 to 16 mm, for example the -VAS 251 601-. Refer to ⇒ Fig. “” Upper Rear Bonded Rubber Bushing, Removing”“, page 73 .

“Upper Rear” -A- and “Lower Rear” -B- Bonded Rubber Bushings, Installing

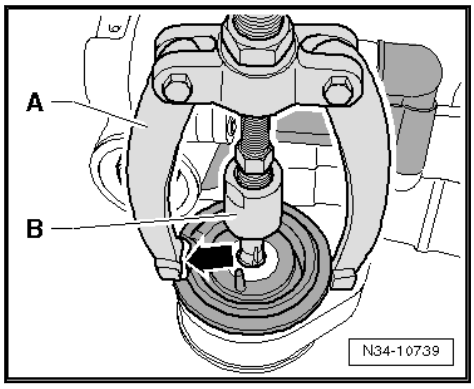


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– Place a washer with a »15 mm inner diameter« and a »minimum 27 mm outer diameter« on the Bearing Installer - Component -3346/2- before it is installed.

• Instead of the Rear Bushing Tool -T40033/1-, the Bearing Installer - Control Arm Press Piece -3416/1- can also be used.

“Lower Front” Bonded Rubber Bushing, Removing



– To prevent oil from leaking out of the final drive and the all-wheel drive clutch in the following step, seal off both vent pipes.

– Place the final drive on the work bench with the upper section facing down and remove the bonded rubber bushing.

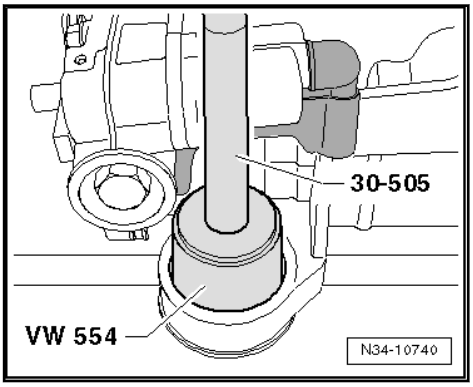
A - Counter Support, for example -VAS 251 621-

B - Internal Puller 12 to 16 mm, for example -VAS 251 601-

– A piece must be broken out of the bonded rubber bushing collar -arrow- to attach the Support.

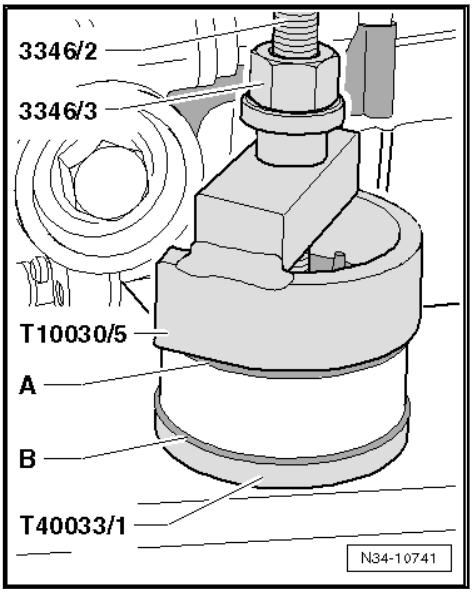
– Insert the Internal Puller in the joint of the upper and lower bonded rubber bushing and tension.

“Upper Front” Bonded Rubber Bushing, Removing



- If the bonded rubber bushing should be replaced separately, it can also be removed with the Counter Support, such as the -VAS 251 621- and the Internal Puller 12 to 16 mm, for example the -VAS 251 601-. Refer to ⇒ Fig. “” Lower Front Bonded Rubber Bushing, Removing”“, page 74 .

“Lower Front” -A- and “Upper Front” -B- Bonded Rubber Bushings, Installing

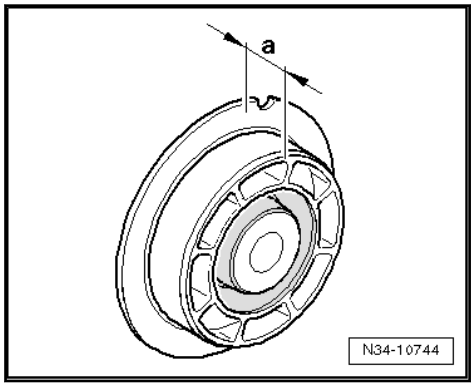


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– Place a washer with a »15 mm inner diameter« and a »minimum 27 mm outer diameter« on the Bearing Installer - Component -3346/2- before it is installed.

- Instead of the Rear Bushing Tool -T40033/1-, the Bearing Installer - Control Arm Press Piece -3416/1- can also be used.

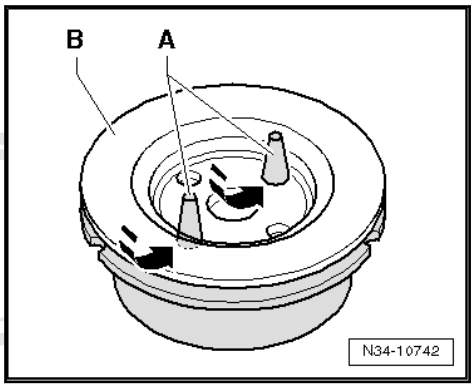
“Upper Rear” and “Lower Front” Bonded Rubber Bushings, Differentiating



The “upper rear” and “lower front” bonded rubber bushings vary in height.

Dimension “a” mm	Bonded rubber bushing
22	“upper rear”
17	“lower front”

“Upper Rear” and “Lower Front” Bonded Rubber Bushing Installation Position when Installing Stop Washer -B-



- Final drive in its installation position.

“Upper Rear” and “Lower Front” Bonded Rubber Bushing Installation Position:

- The “upper rear” bonded rubber bushings ⇒ Item 2 (page 71) are positioned with the pins -A- facing up.
- The “lower front” bonded rubber bushings ⇒ Item 5 (page 71) are positioned with the pins -A- facing down.

Stop Washer -B-, Installing

– Pull the pins -A- into the holes in the stop washer -B- -arrows-.

The stop washer -B- is permanently connected to the bonded rubber bushing.

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4 Seals

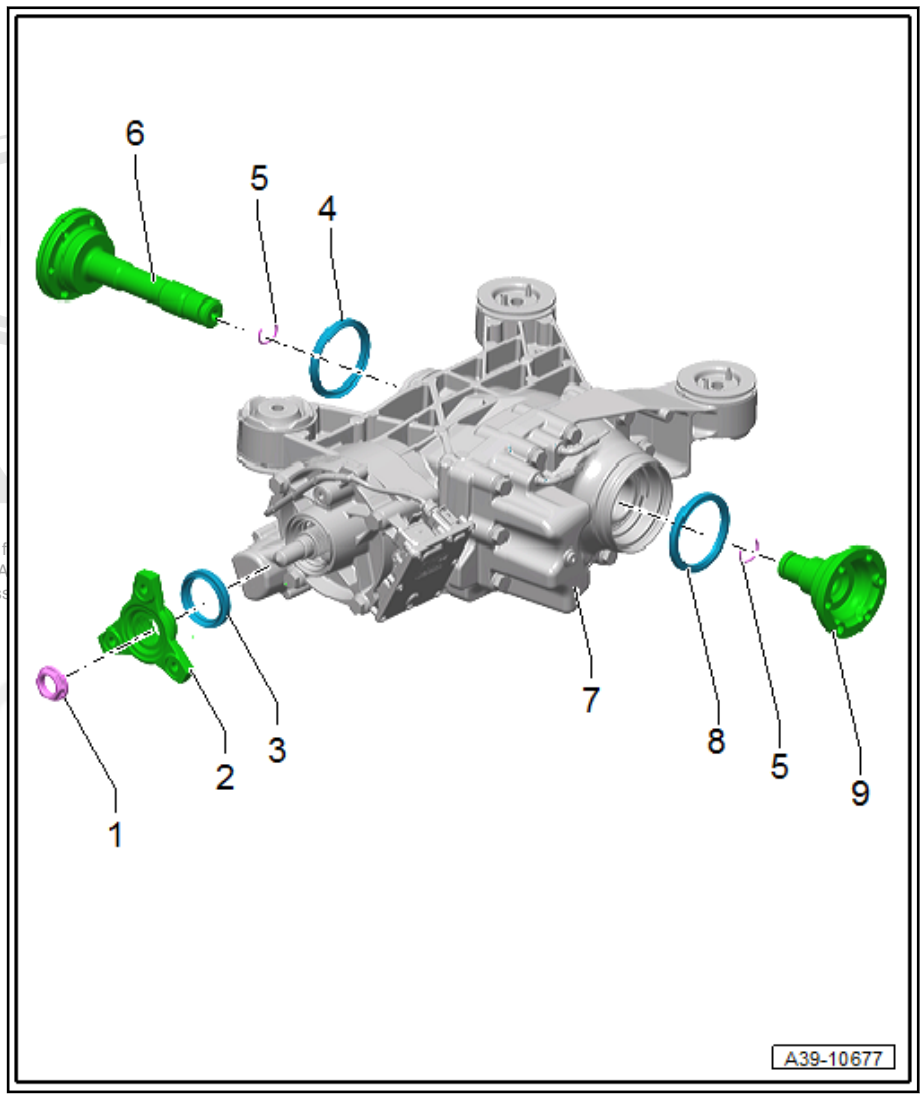
⇒ L4.1 ocation Overview - Seals", page 77

⇒ S4.2 eal, Replacing", page 78

⇒ S4.3 eal, Replacing", page 81

⇒ S4.4 haft Seal, Replacing", page 83

4.1 Component Location Overview - Seals



1 - Nut

- ❑ Secure using Locking Fluid -D 000 600-
- ❑ Tightening Specification. Refer to ⇒ Item 6 (page 96) .

2 - Driveshaft Flange

- ❑ Removing and Installing. Refer to ⇒ S4.4 haft Seal, Replacing", page 83 .

3 - Flange/Driveshaft Seal

Replacing. Refer to ⇒ S4.4 haft Seal, Replacing", page 83 .

4 - Right Seal

- ❑ For the right flange shaft
- ❑ Replacing. Refer to ⇒ S4.3 eal, Replacing", page 81 .

5 - Circlip

- ❑ Always replace after removing the flange shaft. Refer to ⇒ Fig. ""Replace the flange shaft circlip"", page 77 .

6 - Right Flange Shaft

- ❑ Removing and Installing. Refer to ⇒ S4.3 eal, Replacing", page 81 .

7 - Rear Final Drive

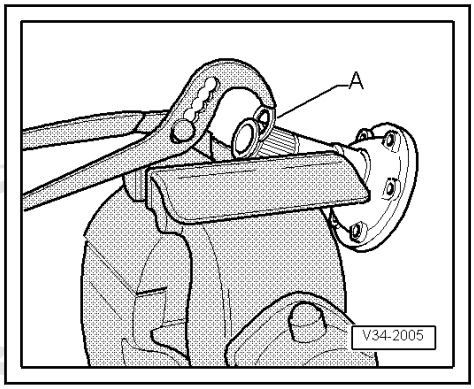
8 - Left Seal

- ❑ For the left flange shaft
- ❑ Replacing. Refer to ⇒ S4.2 eal, Replacing", page 78 .

9 - Left Flange Shaft

- ❑ Removing and Installing. Refer to ⇒ S4.2 eal, Replacing", page 78 .

Replace the flange shaft circlip



– Clamp the flange shaft in a vise with protective jaws.
– Use the new circlip -A- to press the previous circlip out of the flange shaft groove.

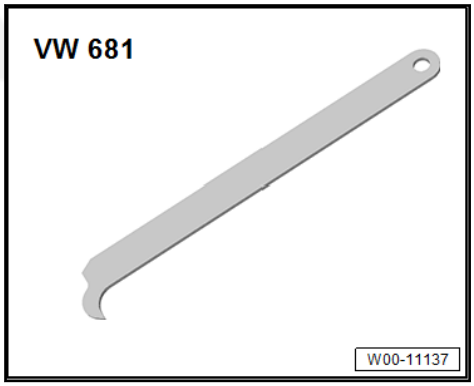
4.2 Left Seal, Replacing

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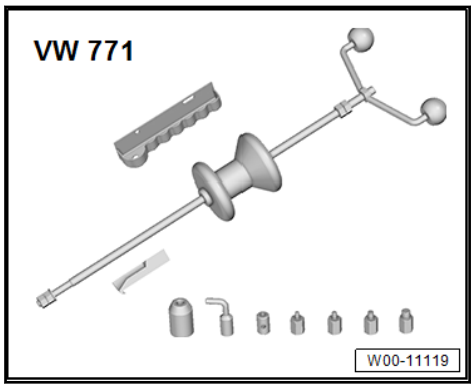
Removing and Installing the left flange shaft and the left flange shaft seals on the rear final drive.

Special tools and workshop equipment required

♦ Puller - Seal Lever -VW 681-

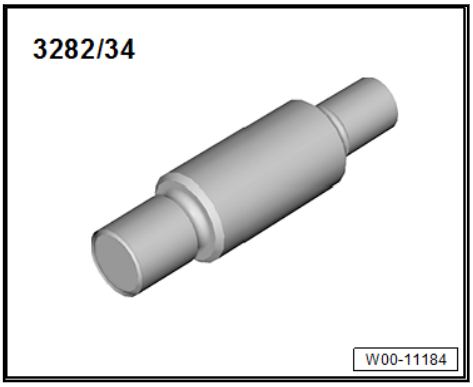


♦ Slide Hammer Set -VW 771-

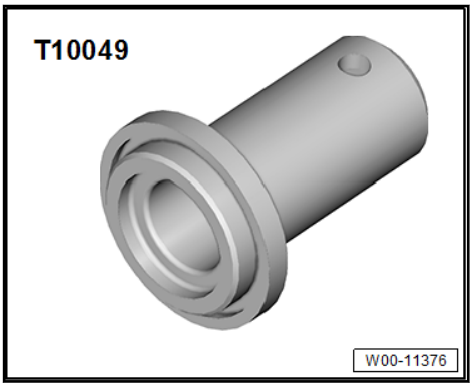


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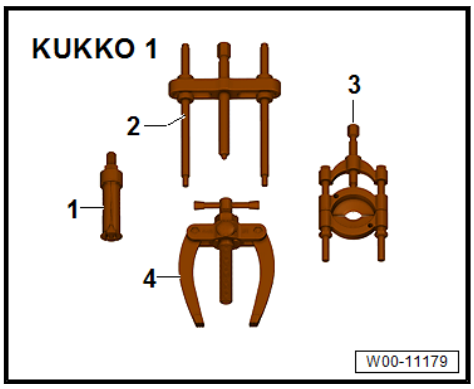
- Transmission Support - Bolt -3282/34-



- Seal Installer - Flange Shaft -T10049-



- -2- bridge from Puller - Kukko Puller - 50-110mm Width, 150mm Length -Kukko 18/0-

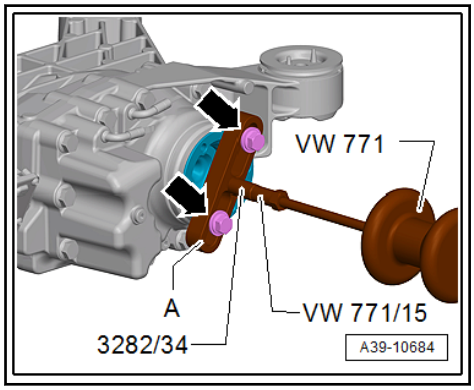


- Sealing Grease -G 052 128 A1-

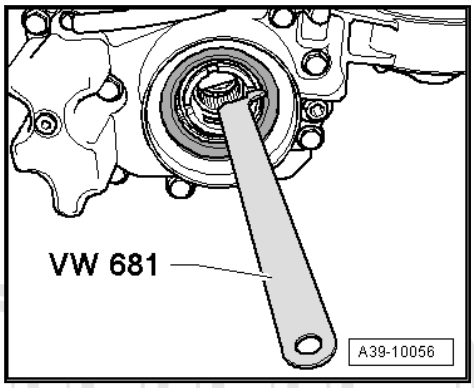
Procedure

– With the rear final drive installed, remove the left drive axle. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Drive Axle, Drive Axle Removing and Installing.

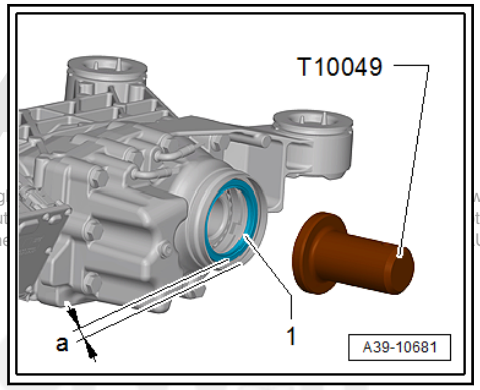
– Remove the spindle from the bridge of the Puller -VAS 251 415- and install the Transmission Support - Bolt -3282/34- in its place.



– Attach the bridge -A- with two M8 x 30 bolts -arrows- to the flange shaft.
– Remove the flange shaft.
– Pry off the flange shaft seal with the Puller - Seal Lever -VW 681-.



– Lightly lubricate the outer diameter of the new seal -1- and use the Seal Installer - Flange Shaft -T10049- to drive it in to dimension -a-. While doing so, do not tilt the seal.



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Vehicles with final drive 0CQ and 0CR

- Dimension -a- = 4.8 ± 0.1 mm; Measured from the housing flat surface to seal.
- Do not drive in the seal all the way.
- Maintain a parallel alignment of a maximum 0.25 mm between the seal -1- to the housing flat surface.

Vehicles with final drive 0BR

- Install the gasket all the way.

Continuation for all vehicles

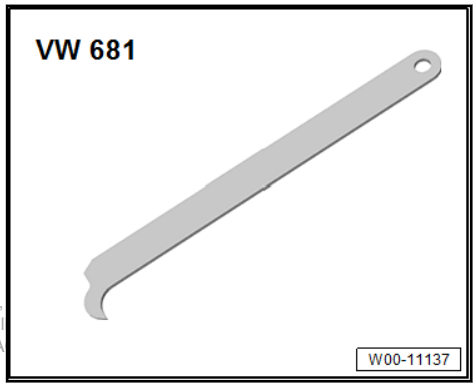
- Fill the space between the sealing/dust lip halfway with Sealing Grease -G 052 128 A1-.
- Replace the flange shaft circlip. Refer to ⇒ Fig. ""Replace the flange shaft circlip"", page 77 .
- Install the flange shaft using a plastic mallet and if necessary a drift.
- Install the drive axle. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Drive Axle; Drive Axle, Removing and Installing.
- Check the gear oil level in the rear final drive. Refer to ⇒ O5 il", page 92 .

4.3 Right Seal, Replacing

Removing and Installing the right flange shaft and the right flange shaft seals on the rear final drive.

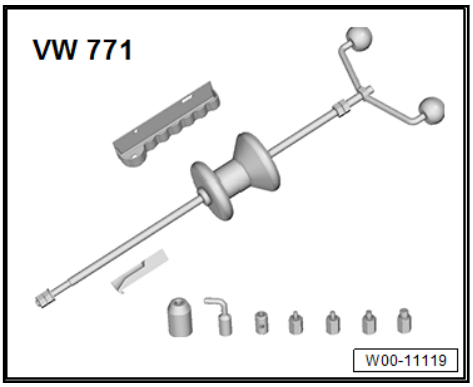
Special tools and workshop equipment required

- Puller - Seal Lever -VW 681-

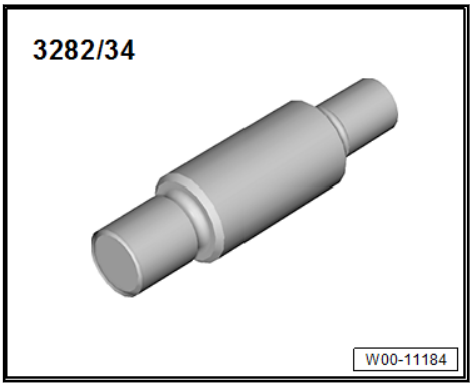


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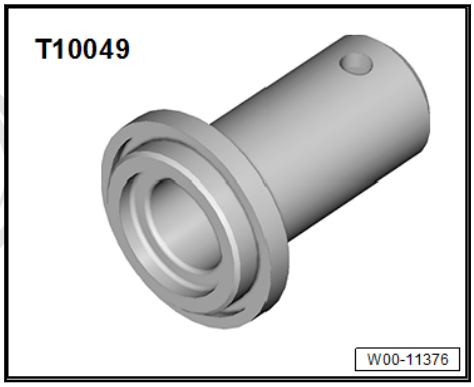
- Slide Hammer Set -VW 771-



- Transmission Support - Bolt -3282/34-

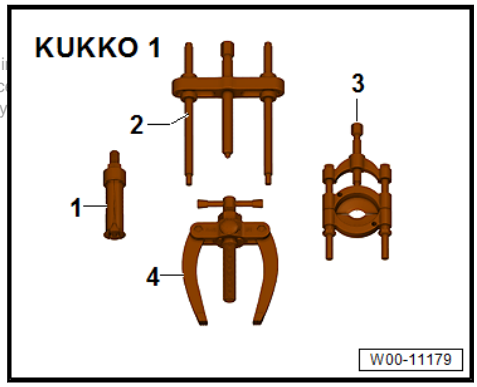


- Seal Installer - Flange Shaft -T10049-



- -2- bridge from Puller - Kukko Puller - 50-110mm Width, 150mm Length -Kukko 18/0-

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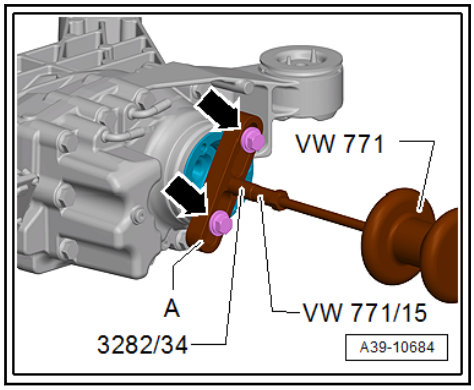


- Sealing Grease -G 052 128 A1-

Procedure

– With the rear final drive installed remove the right drive axle. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Drive Axle, Drive Axle Removing and Installing.

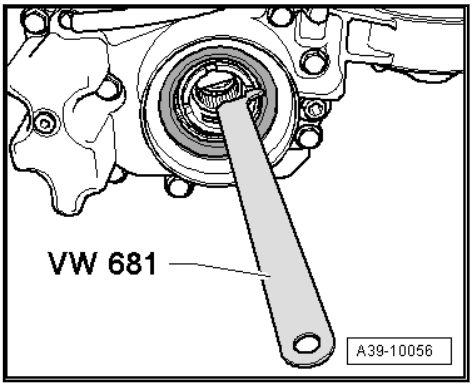
– Remove the spindle from the bridge of the Puller -VAS 251 415- and install the Transmission Support - Bolt -3282/34- in its place.



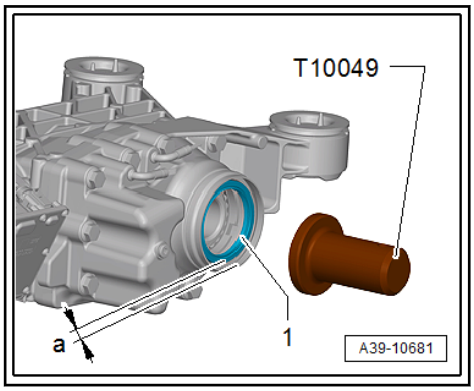
– Attach the bridge -A- with two M8 x 30 bolts -arrows- to the flange shaft.

– Remove the flange shaft.

– Pry off the flange shaft seal with the Puller - Seal Lever -VW 681-.



– Lightly lubricate the outer diameter of the new seal -1- and use the Seal Installer - Flange Shaft -T10049- to drive it in to dimension -a-. While doing so, do not tilt the seal.



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Vehicles with final drive 0CQ and 0CR

- Dimension -a- = 4.8 ± 0.1 mm; Measured from the housing flat surface to seal.
- Do not drive in the seal all the way.
- Maintain a parallel alignment of a maximum 0.25 mm between the seal -1- to the housing flat surface.

Vehicles with final drive 0BR

- Install the gasket all the way.

Continuation for all vehicles

– Fill the space between the sealing/dust lip halfway with Sealing Grease -G 052 128 A1-.

– Replace the flange shaft circlip. Refer to ⇒ Fig. ““Replace the flange shaft circlip”“, page 77 .

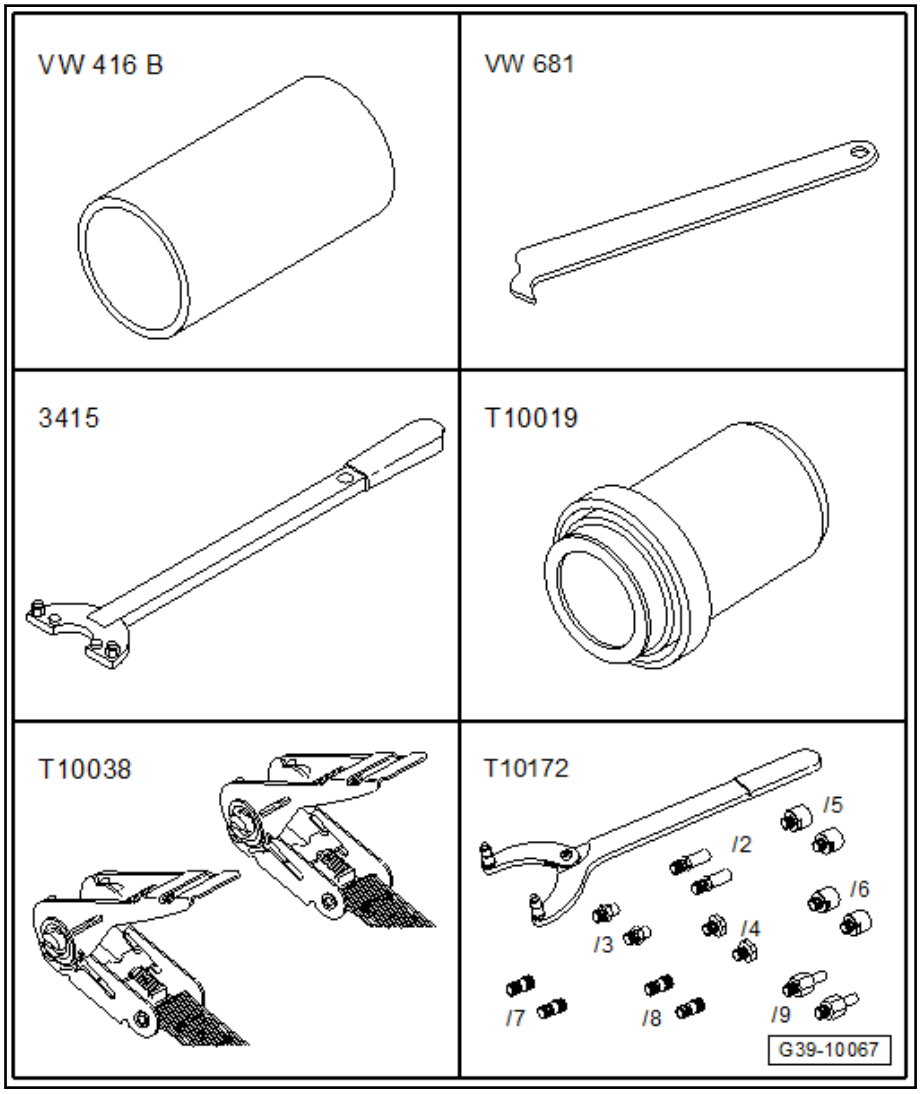
– Install the flange shaft using a plastic mallet and if necessary a drift.

– Install the drive axle. Refer to ⇒ Suspension, Wheels, Steering; Rep. Gr. 42; Drive Axle; Drive Axle, Removing and Installing.

– Check the gear oil level in the rear final drive. Refer to ⇒ O5 il”, page 92 .

4.4 Input Shaft Seal, Replacing

Special tools and workshop equipment required

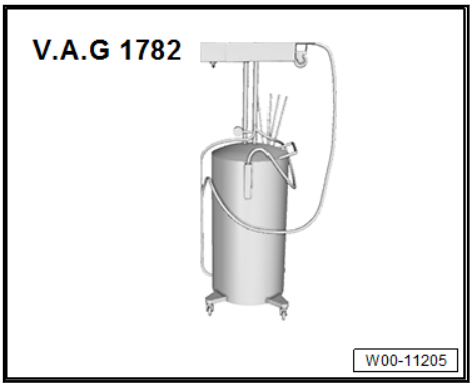


- Press Piece - 37mm -VW 416 B-
- Puller - Seal Lever -VW 681-
- Counterhold - Crankshaft Sprocket -3415-
- Seal Installer - Shaft Seal Ring -T10019-
- Tensioning Strap -T10038-
- Counterhold - Kit - Multiple Use -T10172A- with Counterhold - Kit - Adapter 5 -T10172/5-

- Torque Wrench 1601 -V.A.G 1601-



- Used Oil Collection and Extraction Unit -SMN372500-



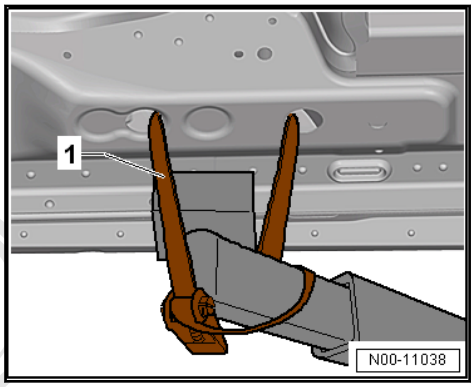
- Three-Arm Puller (Kukko 12/1) -VAS 251 201-



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- Locking Fluid -D 000 600-
- M10 x 25 Bolt
- M8 x 15 Hex Socket Bolt
- Do not bend the driveshaft, only store and move when fully extended.
- Never let the driveshaft "just hang" during removal. Always support it.
- Always remove or install the driveshaft horizontally with respect to the centering pin.

Removing



– Secure the vehicle on both sides at the vehicle hoist lifting arms with the Tensioning Strap -T10038-.

1 - Tensioning Strap -T10038-

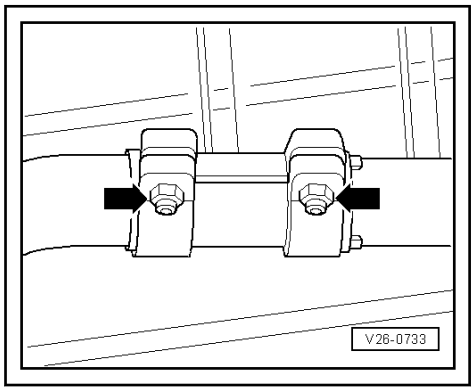
NOTICE

Incorrect handling can damage the coupling.

- **Do not bend the coupling more than 10°.**
- **Do not load the coupling.**

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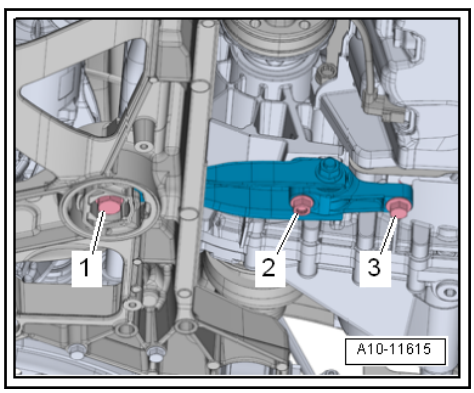
– Loosen the nuts for the clamping sleeve -arrows- and slide it toward the rear.



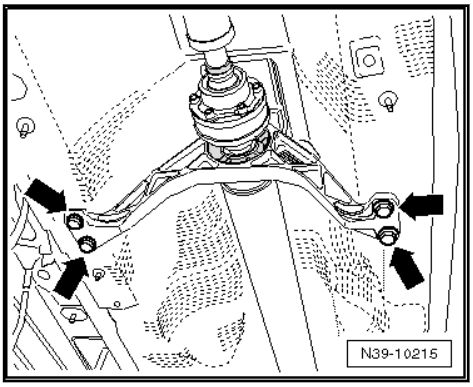
– Tie the front exhaust pipe to the underbody.

– Remove the rear section of the exhaust system. Refer to ⇒ Rep. Gr. 26; Exhaust Pipes/Mufflers; Overview - Mufflers.

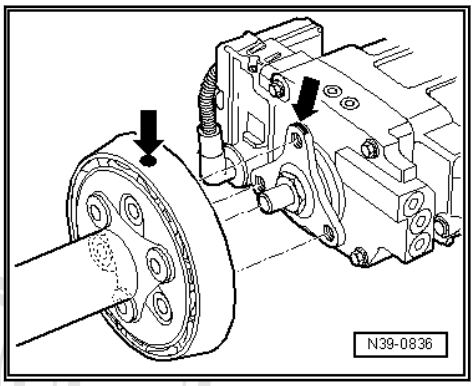
– Remove the bolts -2 and 3- for the pendulum support.



– Loosen, but do not remove, the driveshaft intermediate bearing bolts -arrows-.



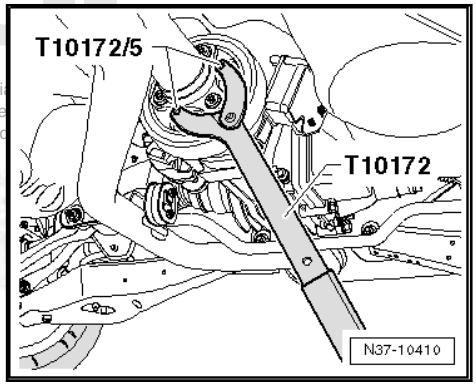
– Make sure there is a marking (colored dot) on the flexible disc/driveshaft and the rear final drive flange -arrows-.



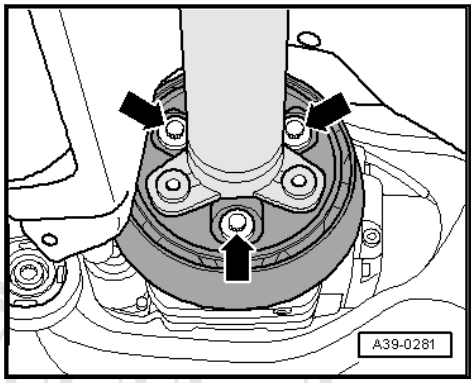
– If the mark is not present, then label the position of the flexible disc/driveshaft to the driveshaft flange on the rear final drive.

– To loosen the driveshaft bolts, counterhold with the Counterhold - Multiple Use -T10172A- and the Counterhold - Kit - Adapter 5 -T10172/5- on the rear final drive.

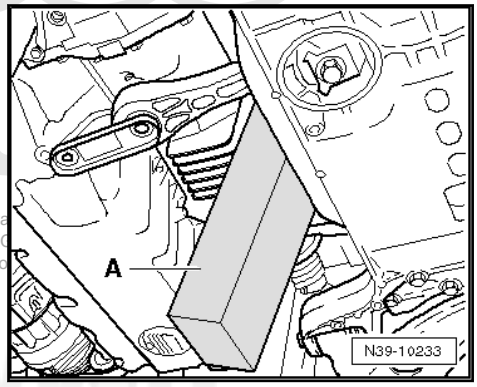
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– Remove the driveshaft bolts -arrows- from the rear final drive.

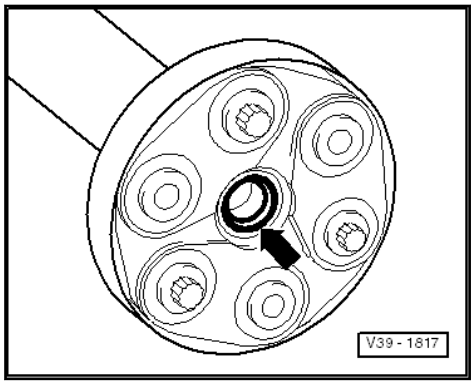


– Press the engine and transmission forward and secure with a suitable piece of wood -A-.



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– Remove the driveshaft from the alignment pin on the rear final drive. Push the driveshaft slightly forward at the same time. If necessary, remove the bolts from the intermediate bearing/driveshaft to do so.

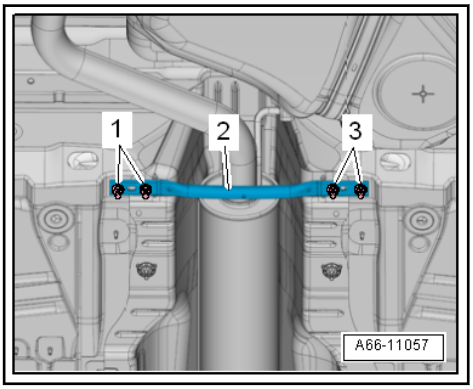


NOTICE

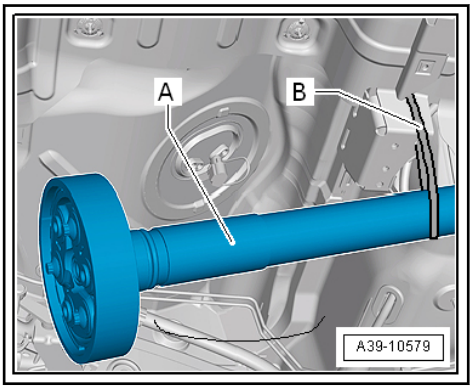
Leaks due to damaged seal.

– Push the driveshaft horizontally toward the rear.

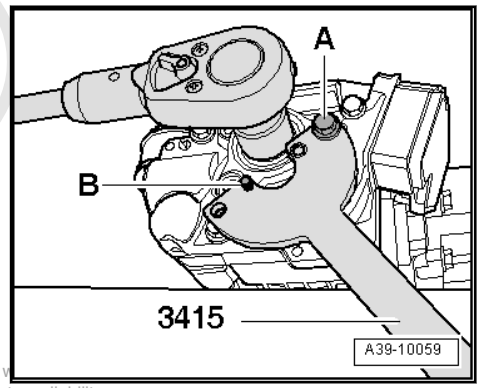
– Remove the rear tunnel brace -2-. Refer to ⇒ Body Exterior; Rep. Gr. 66; Underbody Trim Panel; Overview - Underbody Trim Panel.



– Then tie up the rear area of the driveshaft -A- with for example a wire -B- to the side of the body.



– Remove the flange/driveshaft nut.



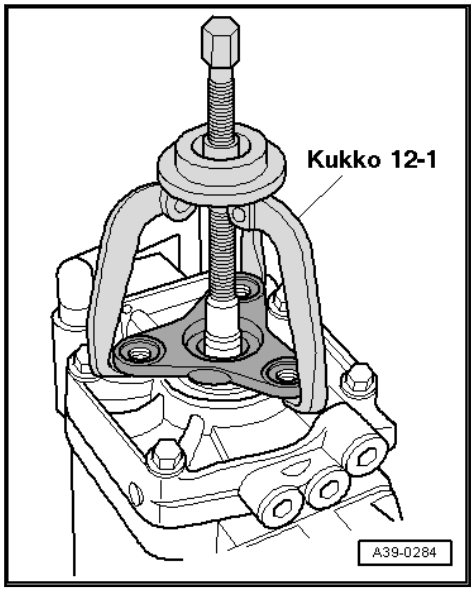
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A - M10 x 25 Bolt

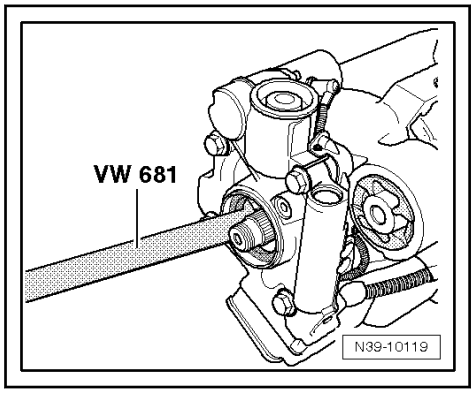
B - M8 x 15 Hex Socket Bolt (installed in the Counterhold - Crankshaft Sprocket -3415- from the rear)

Place the Used Oil Collection and Extraction Unit -SMN372500- under the rear final drive.

– Remove the driveshaft flange. Use the Three-Arm Puller (Kukko 12/1) -VAS 251 201- if difficult to move.

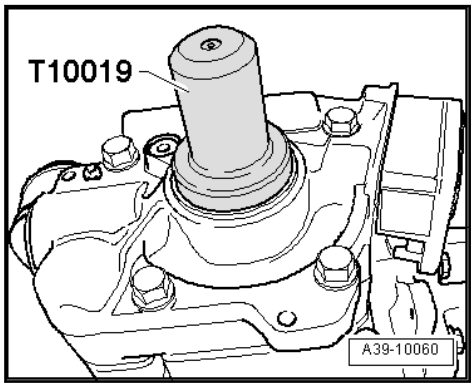


– Remove the seal using the Puller - Seal Lever -VW 681-.

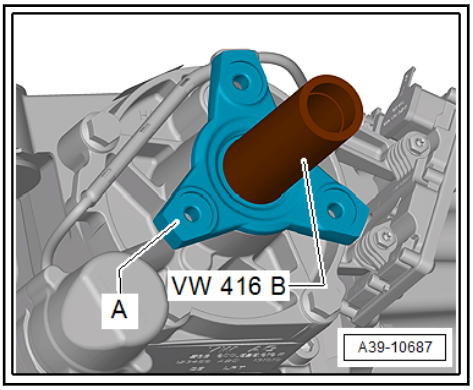


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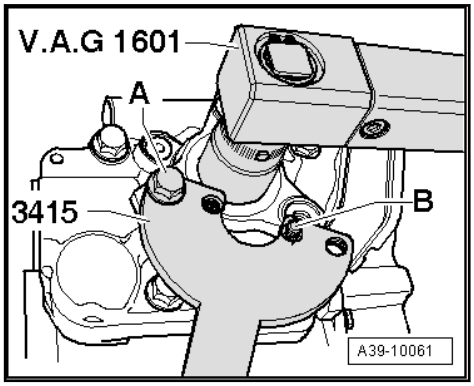
Installing



– Before installing, lightly coat the new seal on the outer diameter and between the sealing lips with all-wheel drive clutch oil.
– Drive in the new seal all the way using the Seal Installer - Shaft Seal Ring -T10019-. Do not tilt the seal while doing so.
– Install the flange/driveshaft -A- using Press Piece - 37mm -VW 416 B-.



– Insert the new nut and tighten.



A - M10 x 20 Bolt

B - M8 x 15 Hex Socket Bolt (installed in the Counterhold - Crankshaft Sprocket -3415- from the rear)

– Attach the driveshaft to the rear final drive. Refer to ⇒ R1.2 emoving and Installing", page 21 .
– Align the intermediate bearing in the oblong holes so that neither the driveshaft nor the intermediate bearing are under stress.
– Install the exhaust system and align it without tension. Refer to ⇒ Rep. Gr. 26; Exhaust Pipes/Mufflers; Overview - Mufflers.
– Check the oil level in the all-wheel drive clutch. Refer to ⇒ L6.6 evel, Checking", page 110 .

Tightening Specifications

♦ Flange/Driveshaft nuts. Refer to ⇒ Item 6 (page 96) .

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5 Gear Oil

⇒ L5.1 ocation Overview - Drain and Check Plugs", page 92

⇒ O5.2 il, Checking Level", page 92

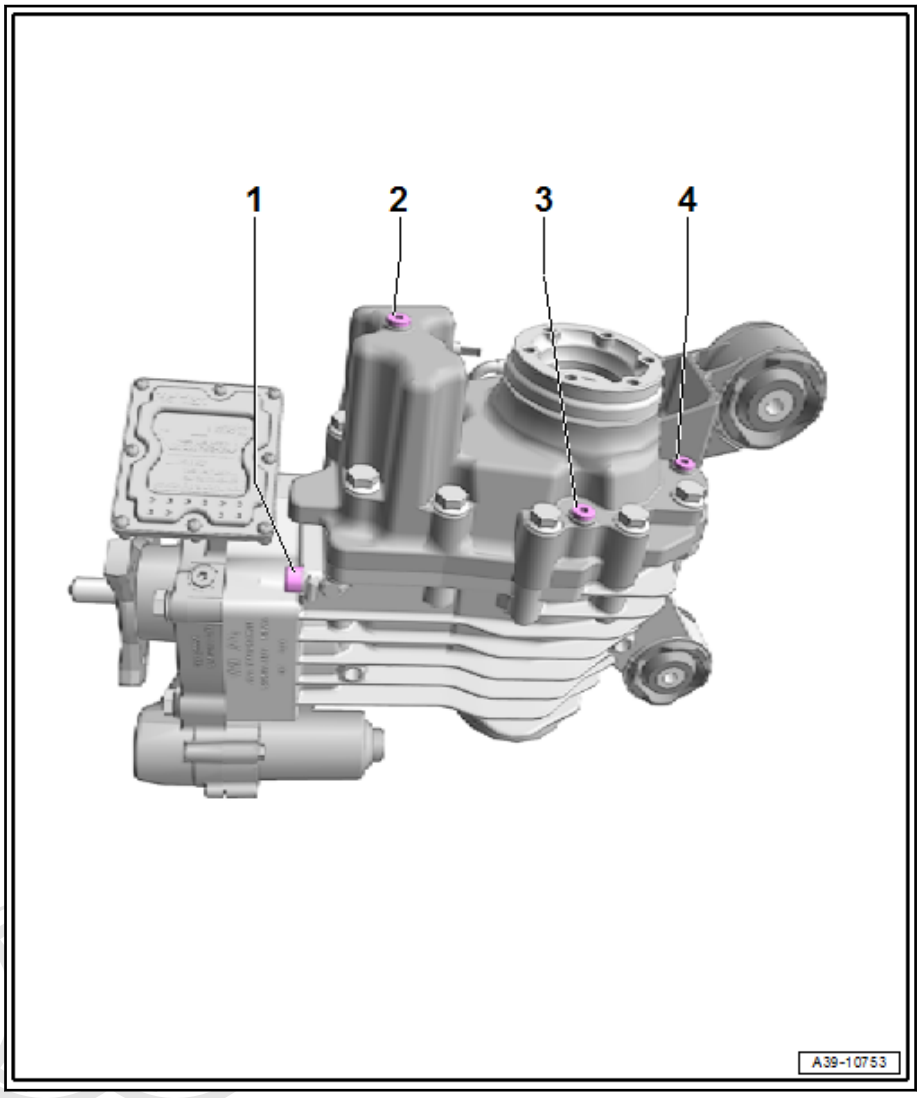
5.1 Component Location Overview - Drain and Check Plugs

1 - AWD Oil Drain Plug
- ❑ Replace
- ❑ 32 Nm

2 - AWD Oil Filler Plug
- ❑ Replace
- ❑ 15 Nm

3 - Gear Oil Drain Plug
- ❑ Replace
- ❑ 19 Nm

4 - Oil Filler Plug for Gear Oil
- ❑ Replace
- ❑ 19 Nm



5.2 Gear Oil, Checking Level

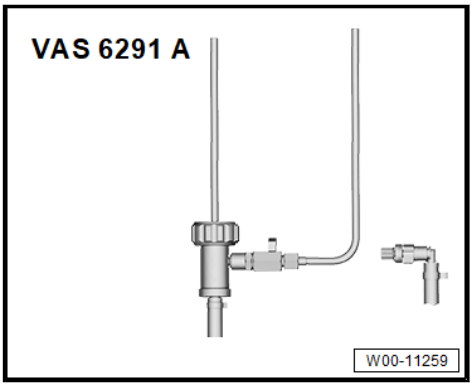
Special tools and workshop equipment required

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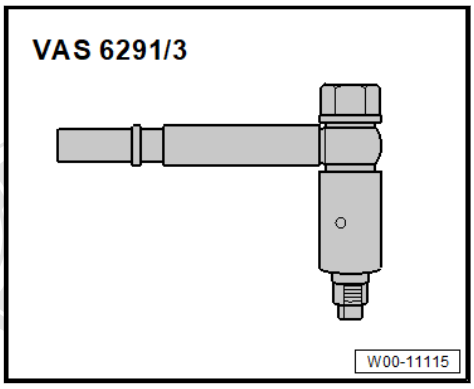
- Shop Crane - Drip Tray -VAS 6208-



- Charging Device for AWD Clutch Coupling 2 -VAS 6291A-



- Charging Device For AWD Clutch Coupling 2 - Adapter 3 -VAS 6291/3-



- Adapter for Oil Filling -VAS 6262/6- or Oil Filler - Adapter -VAS 6262/7-



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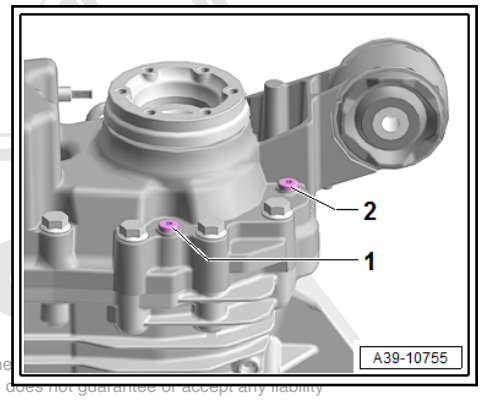
Test requirement

- The vehicle must be level.
- Transmission fluid specification for rear final drive. Refer to the ⇒ Electronic Parts Catalog (ETKA).

Check the Oil Level

– Place the Shop Crane - Drip Tray -VAS 6208- under the final drive.

– Remove the oil filler plug -2- for the Gear Oil.



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The oil level is correct when the rear final drive is filled up to the lower edge of the oil fill hole.

– Insert the new oil filler plug -2- and tighten.

Filling the Oil

– Add enough oil using Charging Device for AWD Clutch Coupling 2 -VAS 6291A- until it runs out between the charging device adapter and the transmission housing.

– Remove the charging device and adapter if necessary a little oil left over will flow out.

The oil level is correct when the rear final drive is filled up to the lower edge of the oil fill hole.

– Insert the new oil filler plug -2- and tighten.

Tightening specifications. Refer to ⇒ L5.1 ocation Overview - Drain and Check Plugs", page 92 .

6 All-Wheel Drive Clutch

⇒ -6.1 All-Wheel Drive Clutch", page 95

⇒ C6.2 hecking", page 97

⇒ D6.3 rive Clutch, Removing and Installing", page 98

⇒ D6.4 rive Clutch Pump, Removing and Installing", page 104

⇒ M6.5 odule, Removing and Installing", page 107

⇒ L6.6 evel, Checking", page 110

⇒ D6.7 rive Clutch Oil, Draining and Filling", page 112

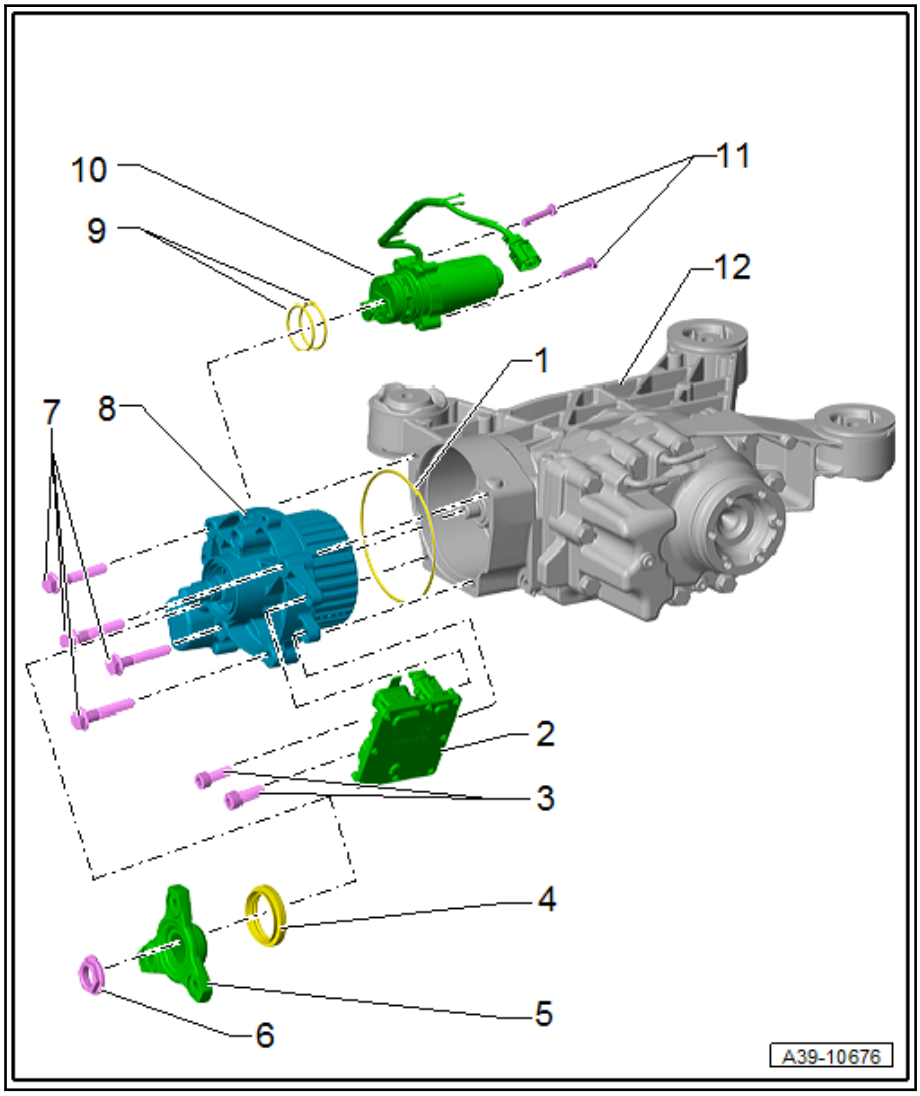
6.1 Overview - All-Wheel Drive Clutch

⇒ -6.1.1 All-Wheel Drive Clutch, Generation V", page 95

⇒ -6.1.2 All-Wheel Drive Clutch, Generation VI", page 97

6.1.1 Overview - All-Wheel Drive Clutch, Generation V

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1 - O-Ring

- ❑ Coat with all-wheel drive clutch oil and insert.
- ❑ After removal replace the all-wheel drive clutch

2 - All-Wheel Drive Control Module -J492-

- ❑ Removing and Installing. Refer to ⇒ M6.5 odule, Removing and Installing", page 107 .

3 - Bolts

- ❑ Quantity: 2
- ❑ 9.5 ± 0.5 Nm

4 - Flange/Driveshaft Seal

Replacing. Refer to ⇒ S4.4 haft Seal, Replacing", page 83 .

5 - Flange/Driveshaft

- ❑ Removing and Installing. Refer to ⇒ S4.4 haft Seal, Replacing", page 83 .

6 - Nut

- ❑ Replace
- ❑ 210 Nm

7 - Bolts

- ❑ Quantity: 4
- ❑ 50 Nm

8 - All-Wheel Drive Clutch Housing

- ❑ All-Wheel Drive Clutch, Removing and Installing. Refer to ⇒ D6.3 rive Clutch, Removing and Installing", page 98 .

9 - O-Ring

- ❑ Quantity: 2
- ❑ 43.5 mm diameter
- ❑ For the All-Wheel Drive Clutch Pump -V181-
- ❑ Coat with all-wheel drive clutch oil and insert.
- ❑ Replace

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10 - All-Wheel Drive Clutch Pump -V181-

- ❑ Removing and Installing. Refer to ⇒ D6.4 rive Clutch Pump, Removing and Installing", page 104 .

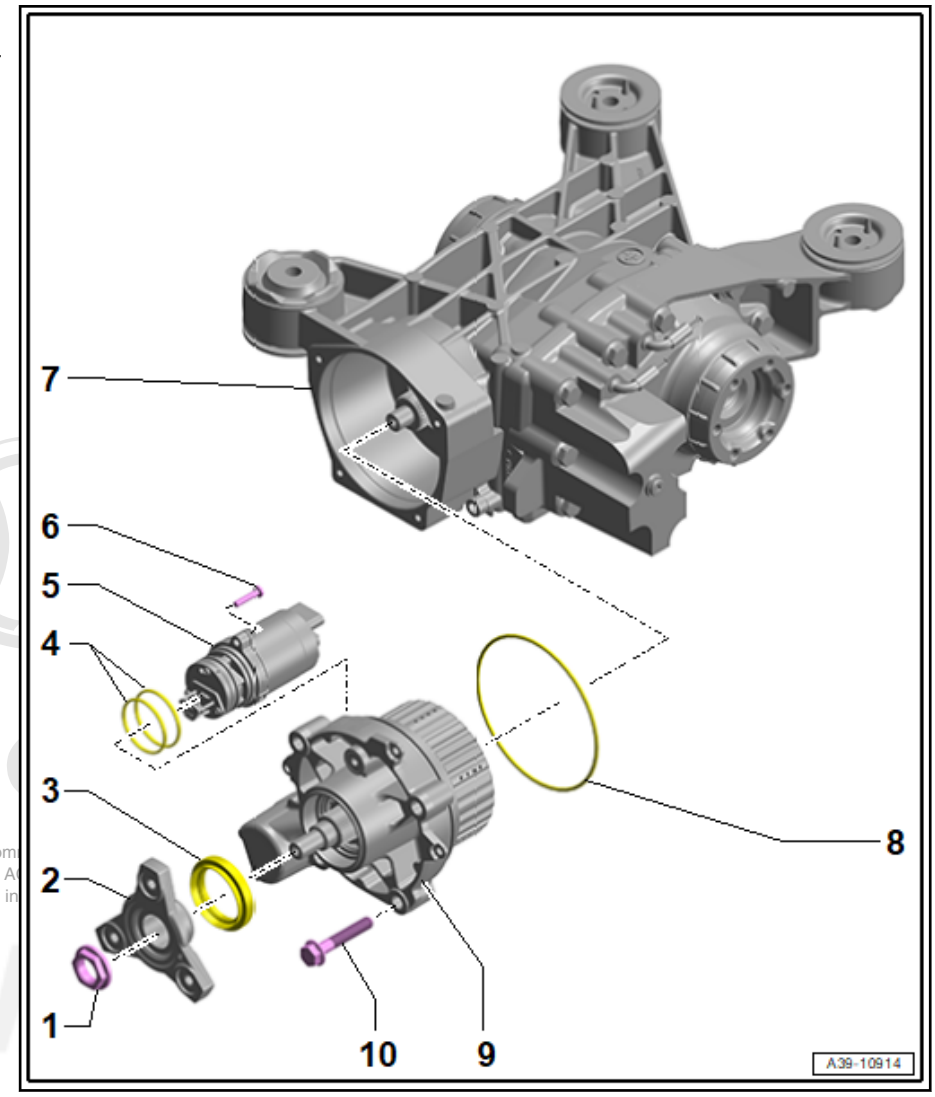
11 - Bolt

- ❑ Quantity: 2
- ❑ 9.5 ± 0.5 Nm

12 - Rear Final Drive

- ❑ Removing and Installing. Refer to ⇒ D2.2 rive, Removing and Installing", page 46 .

6.1.2 Overview - All-Wheel Drive Clutch, Generation VI



1 - Nut

- ❑ Always replace after removing
- ❑ 210 Nm

2 - Flange/Driveshaft

- ❑ Removing and Installing. Refer to ⇒ S4.4 haft Seal, Replacing", page 83 .

3 - Flange/Driveshaft Seal

Replacing. Refer to ⇒ S4.4 haft Seal, Replacing", page 83 .

4 - O-Rings

- ❑ Coat with all-wheel drive clutch oil and insert.
- ❑ Replace

5 - All-Wheel Drive Control Module -J492-

- ❑ With integrated All-Wheel Drive Clutch Pump -V181-
- ❑ Removing and Installing. Refer to ⇒ M6.5 odule, Removing and Installing", page 107 .

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6 - Bolt

- ❑ Quantity: 2
- ❑ 6 Nm

7 - Rear Final Drive

- ❑ Removing and Installing. Refer to ⇒ D2.2 rive, Removing and Installing", page 46 .

8 - O-Ring

- ❑ Coat with all-wheel drive clutch oil and insert.
- ❑ After removal replace the all-wheel drive clutch

9 - All-Wheel Drive Clutch Housing

- ❑ All-Wheel Drive Clutch, Removing and Installing. Refer to ⇒ D6.3 rive Clutch, Removing and Installing", page 98 .

10 - Bolts

- ❑ Quantity: 4
- ❑ 50 Nm

6.2 Function, Checking

All-Wheel Drive Clutch, Generation "AWD V", Checking Function

- The all-wheel drive clutch test is performed during a road test with the Vehicle Diagnostic Tester.

- Pay attention to Refer to ⇒ P5.2 recautions during Road Test with Testing Equipment", page 14 .

– Switch the ignition on.

– Connect the ⇒ Vehicle diagnostic tester with the vehicle and start the Diagnostic mode.

- Select vehicle test
- All wheel drive (AWD) 5
- 01 OBD-capable system
- 22 All-Wheel Drive Control Module J492
- 22 AWD electronics, functions
- 22 output diagnostic test mode

– Follow the instructions in the display.

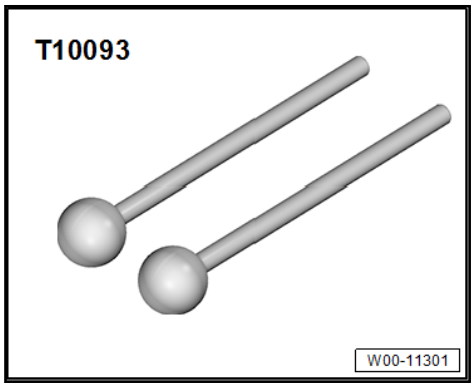
6.3 All-Wheel Drive Clutch, Removing and Installing

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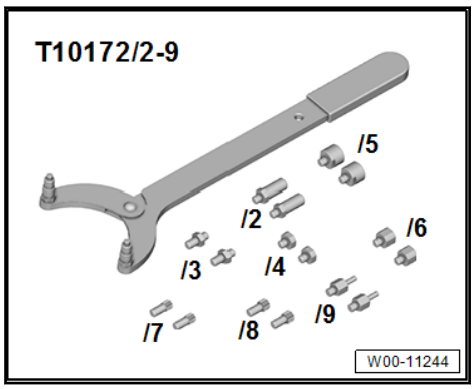
The rear final drive is removed.

Special tools and workshop equipment required

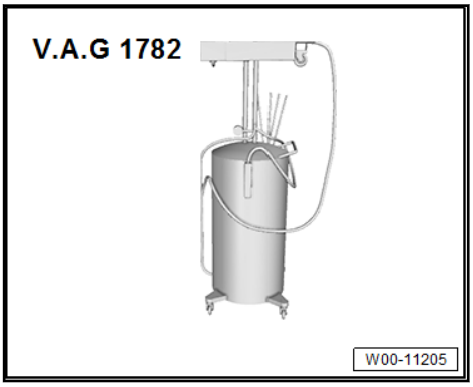
- Guide Pins -T10093-



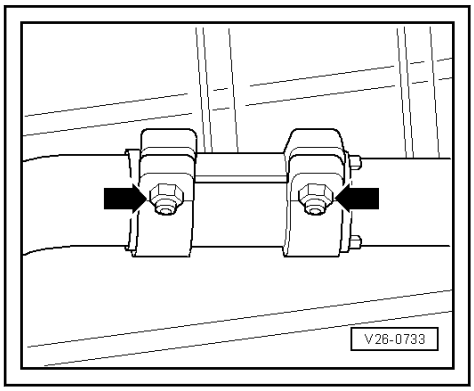
- Counterhold - Kit - Multiple Use -T10172A- with Counterhold - Kit - Adapter 5 -T10172/5-



◆ Used Oil Collection and Extraction Unit -SMN372500-



Removing



NOTICE

Incorrect handling can damage the coupling.

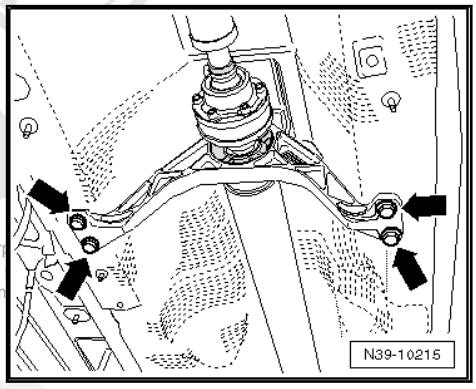
- **Do not bend the coupling more than 10°.**
- **Do not load the coupling.**

– Loosen the nuts for the clamping sleeve -arrows- and slide it toward the rear.

– Tie the front exhaust pipe to the underbody.

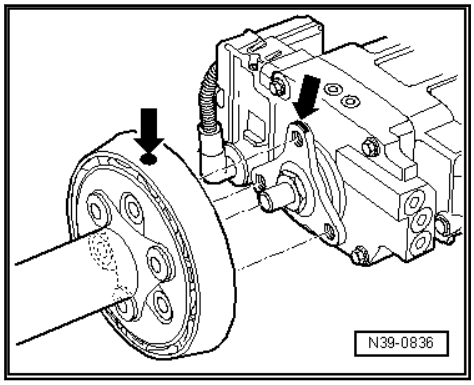
– Remove the rear section of the exhaust system. Refer to ⇒ Rep. Gr. 26; Exhaust Pipes/Mufflers; Overview - Mufflers.

– Loosen, but do not remove, the driveshaft intermediate bearing bolts -arrows-.



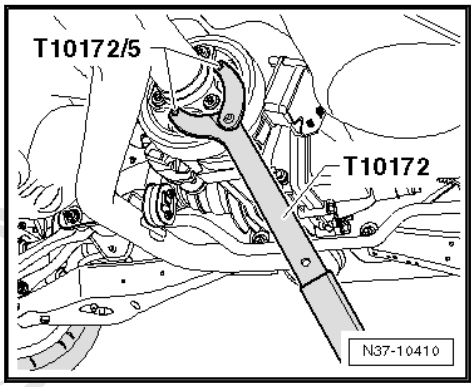
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– Make sure there is a marking (colored dot) on the flexible disc/driveshaft and the rear final drive flange -arrows-.



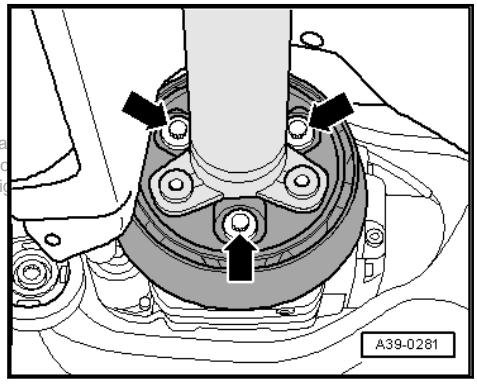
– If the mark is not present, then label the position of the flexible disc/driveshaft to the driveshaft flange on the rear final drive.

– To loosen the driveshaft bolts, counterhold with the Counterhold - Multiple Use -T10172A- and the Counterhold - Kit - Adapter 5 -T10172/5- on the rear final drive.

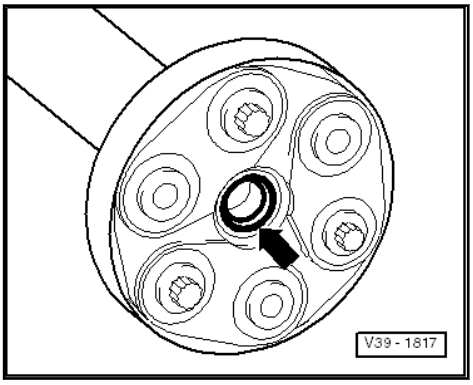


– Remove the driveshaft bolts -arrows- from the rear final drive.

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– Remove the driveshaft from the alignment pin on the rear final drive. Push the driveshaft slightly forward at the same time. If necessary, remove the bolts from the intermediate bearing/driveshaft to do so.

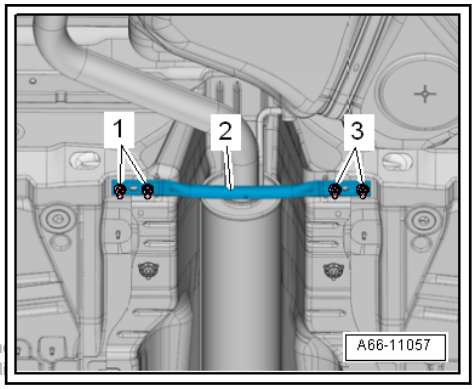


NOTICE

Leaks due to damaged seal.

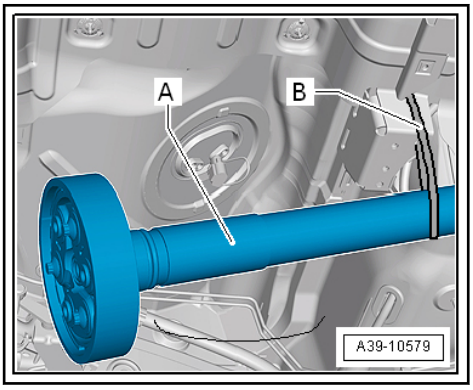
– Push the driveshaft horizontally toward the rear.

– Remove the rear tunnel brace -2-. Refer to ⇒ Body Exterior; Rep. Gr. 66; Underbody Trim Panel; Overview - Underbody Trim Panel.

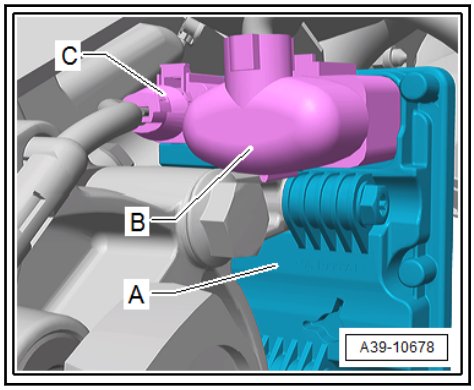


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– Then tie up the rear area of the driveshaft -A- with for example a wire -B- to the side of the body.



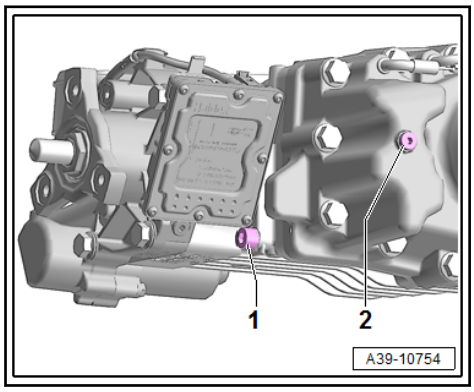
– Disconnect the connector -B- from the All-Wheel Drive Control Module -J492- -A-.



- Do not disconnect the connector -C-.

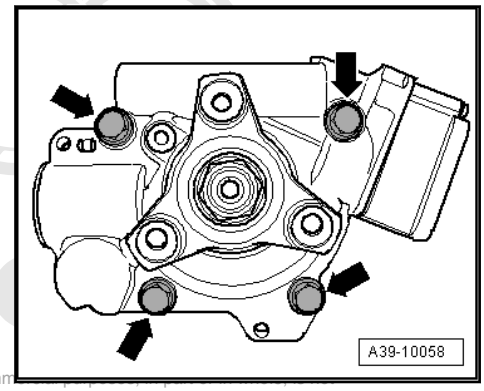
– Place the Used Oil Collection and Extraction Unit - SMN372500- under the rear final drive.

– Remove the drain plug -1- and drain the oil completely.



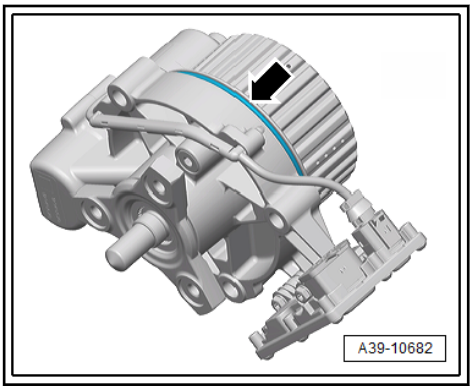
– Install the new drain plug -arrow- with a new seal.

– Remove the bolts -arrows- and remove the all-wheel drive clutch from the rear final drive.



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Installing

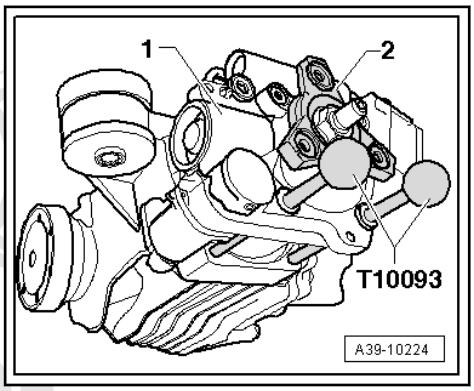


Install in reverse order of removal while noting the following:

– Remove the old O-ring -arrow- from the all-wheel drive clutch.

– Insert the new O-ring -arrow- and lightly lubricate with all-wheel drive clutch oil.

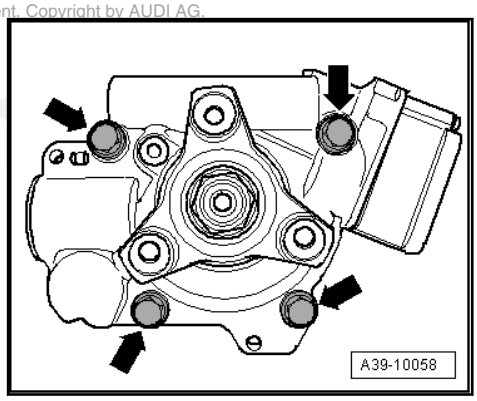
– Insert the all-wheel drive clutch -1- in the rear final drive. Install the Guide Pins -T10093- for exact guidance.



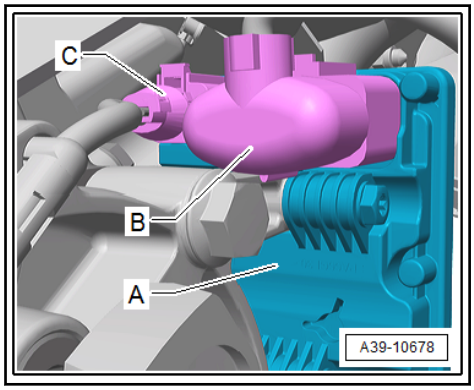
– Rotate at flange/driveshaft -2- and insert the all-wheel drive clutch all the way.

– Tighten the bolts -arrows- to the tightening specification.

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– Connect the connector -B- to the All-Wheel Drive Control Module -J492- -A-.



The connector -C- must also be connected.

– Attach the driveshaft to the rear final drive. Refer to ⇒ R1.2 emoving and Installing", page 21 .
– Align the intermediate bearing in the oblong holes so that neither the driveshaft nor the intermediate bearing are under stress.
– Install the exhaust system and align it without tension. Refer to ⇒ Rep. Gr. 26; Exhaust Pipes/Mufflers; Overview - Mufflers.
– Add all-wheel drive clutch oil and check the oil level in the all-wheel drive clutch. Refer to ⇒ page 113 .

Tightening Specifications

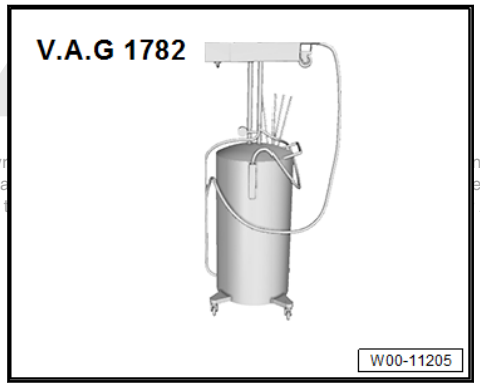
- All wheel drive clutch on final drive ⇒ Item 7 (page 96) .
- All wheel drive clutch drain plug. Refer to ⇒ Item 1 (page 92) .

6.4 All-Wheel Drive Clutch Pump, Removing and Installing

All-Wheel Drive Clutch Pump -V181-, Removing and Installing

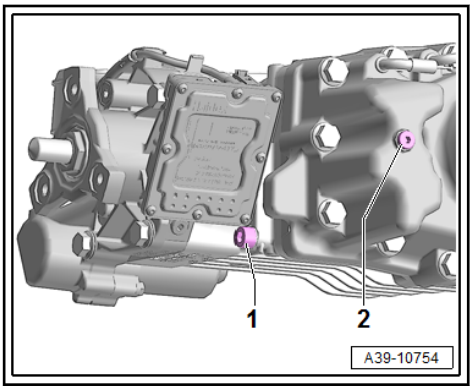
Special tools and workshop equipment required

- Used Oil Collection and Extraction Unit -SMN372500-

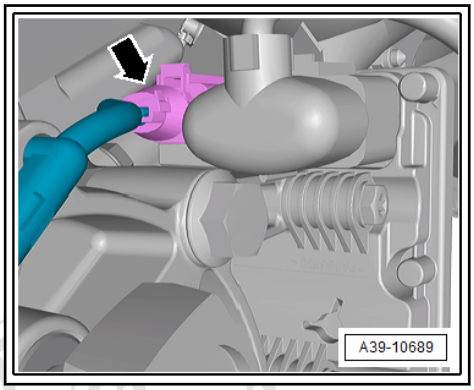


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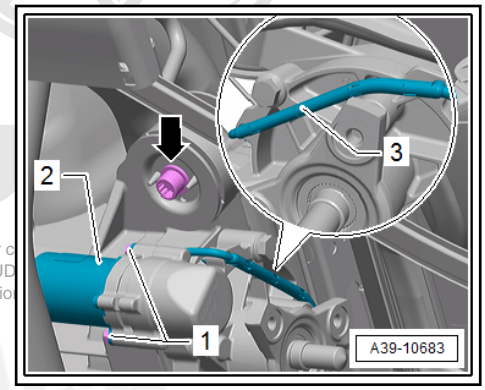
Removing



– Switch the ignition off.
– Place the Used Oil Collection and Extraction Unit - SMN372500- under the rear final drive.
– Remove the drain plug -1- and drain the oil.
– Install the new drain plug -1- with a new gasket.
– Remove the connector -arrow- from the All-Wheel Drive Control Module -J492-.



– Unclip and free up the wiring harness -3- for the All-Wheel Drive Clutch Pump -V181- from the housing.

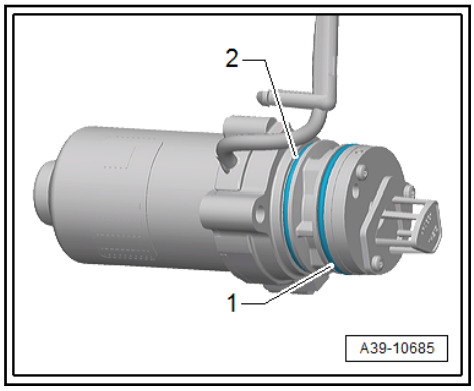


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– Install the bolt -arrow- on the front final drive mounting bracket again by hand.
– Place the Used Oil Collection and Extraction Unit - SMN372500- under the rear final drive.
– Remove the bolts -1- for the All-Wheel Drive Clutch Pump -V181-.

– Remove the All-Wheel Drive Clutch Pump -V181- -2- from the all-wheel drive clutch housing.

Installing

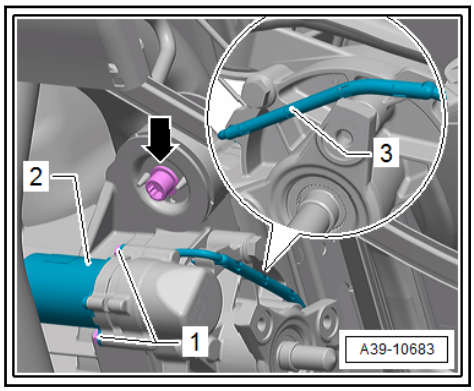


Install in reverse order of removal while noting the following:

– Replace the O-rings -1- and -2-.

– Coat the O-rings -1- and -2- lightly with all-wheel drive clutch oil.

– Press the All-Wheel Drive Clutch Pump -V181- -2- all the way into the all-wheel drive clutch housing. Make sure the wiring harness -3- is routed correctly.

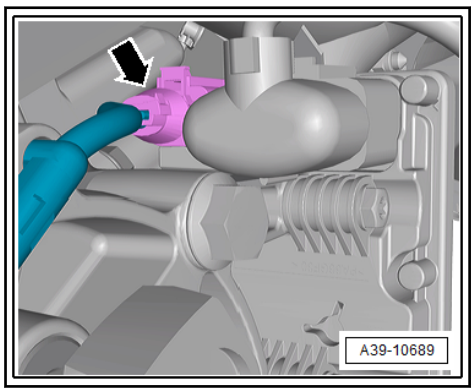


– Tighten the bolts -1-.

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– Loosen the bolt -arrow- on the front final drive mounting bracket approximately seven turns.

– Connect the connector -arrow- on the All-Wheel Drive Control Module -J492-.



– Add all-wheel drive clutch oil and check the oil level in the all-wheel drive clutch. Refer to ⇒ page 113 .

- If a new pump is installed, a basic setting must be performed.

– Connect the ⇒ Vehicle diagnostic tester with the vehicle and start the Diagnostic mode.

♦ Select vehicle test

♦ All wheel drive (AWD) 5

♦ 01 OBD-capable system

♦ 22 All-Wheel Drive Control Module J492

♦ 22 AWD electronics, functions

♦ 22 Basic setting

– Follow the instructions in the display.

Tightening Specifications

♦ All-Wheel Drive Clutch Pump -V181- on all-wheel drive clutch ⇒ Item 11 (page 96) .

♦ Final drive to the subframe. Refer to ⇒ -2.1 Final Drive", page 45 .

♦ Drain plug for all-wheel drive clutch oil ⇒ Item 1 (page 92)

6.5 Control Module, Removing and Installing

⇒ M6.5.1 odule, Removing and Installing, Generation V", page 107

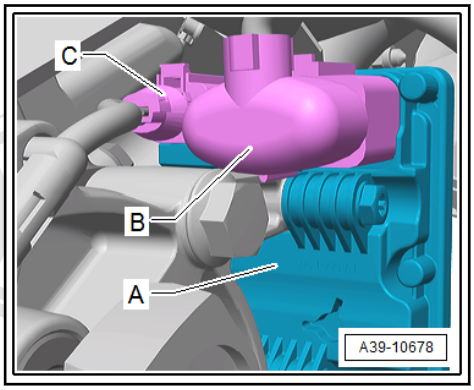
⇒ M6.5.2 odule, Removing and Installing, Generation VI", page 108

6.5.1 Control Module, Removing and Installing, Generation V

All-Wheel Drive Control Module -J492-, Removing and Installing

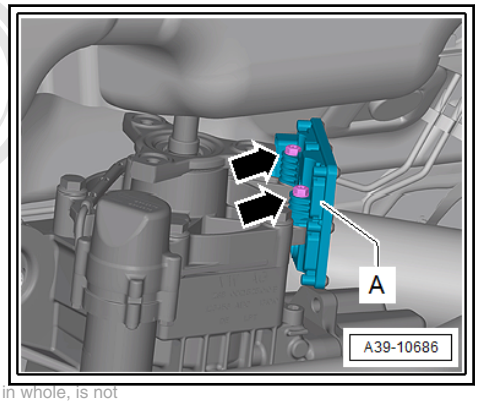
Removing

– Remove the connectors -B- and -C- from the All-Wheel Drive Control Module -J492- -A-.



– Remove the bolts -arrows- and remove the All-Wheel Drive Control Module -J492- -A-.

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Installing

Install in reverse order of removal.

- If a new control module is installed, a basic setting must be performed.

– Connect the ⇒ Vehicle diagnostic tester with the vehicle and start the `Diagnostic` mode.

- `Select vehicle test`
- `All wheel drive (AWD) 5`
- `01 OBD-capable system`
- `22 All-Wheel Drive Control Module J492`
- `22 AWD electronics, functions`
- `22 Control module, replacing`

– Follow the instructions in the display.

Tightening Specifications

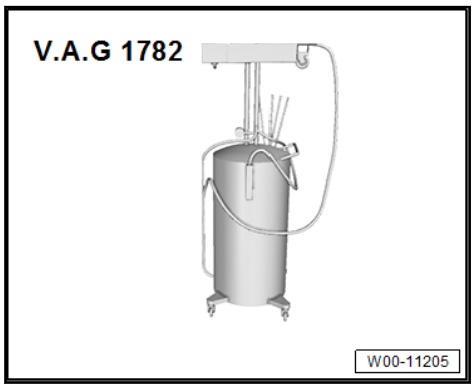
- All-Wheel Drive Control Module -J492- on the all-wheel drive clutch ⇒ Item 3 (page 96)

6.5.2 Control Module, Removing and Installing, Generation VI

All-Wheel Drive Control Module -J492- with integrated All-Wheel Drive Clutch Pump -V181-, Removing and Installing

Special tools and workshop equipment required

- Used Oil Collection and Extraction Unit -SMN372500-

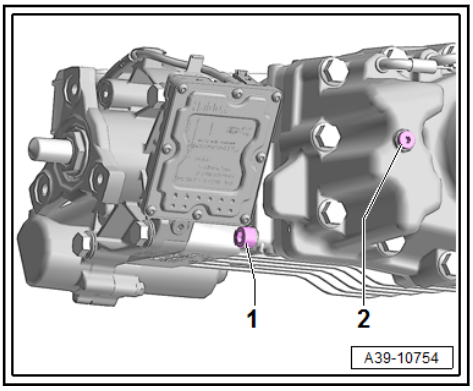


Removing

– Switch the ignition off.

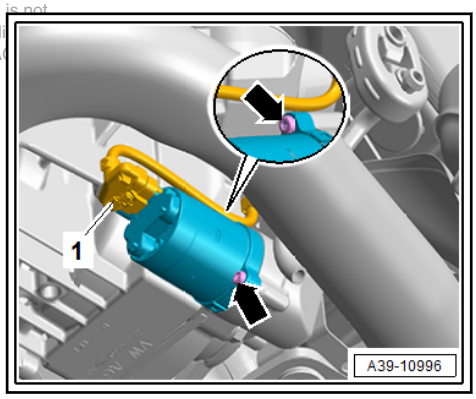
– Place the Used Oil Collection and Extraction Unit -SMN372500- under the rear final drive.

– Remove the drain plug -1- and drain the oil.



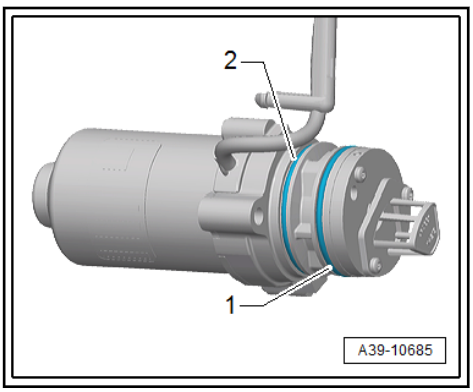
– Install the new drain plug -1- with a new gasket.
– Disconnect the connector -1- for the All-Wheel Drive Control Module -J492-.

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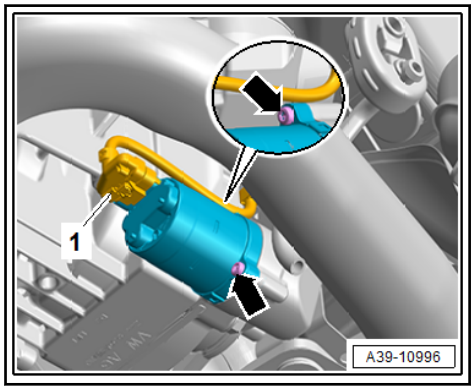
– Place the Used Oil Collection and Extraction Unit - SMN372500- under the rear final drive.
– Remove the bolts -arrows-.
– Remove the All-Wheel Drive Control Module -J492- from the all-wheel drive clutch housing.

Installing



Install in reverse order of removal while noting the following:

– Replace the O-rings -1- and -2-.
– Coat the O-rings -1- and -2- lightly with all-wheel drive clutch oil.
– Press the All-Wheel Drive Control Module -J492- all the way into the all-wheel drive clutch housing.



– Tighten the bolts -arrows-.
– Connect the connector -1-.
– Add all-wheel drive clutch oil and check the oil level in the all-wheel drive clutch. Refer to ⇒ page 113 .

• If a new control module is installed, a basic setting must be performed.

– Connect the ⇒ Vehicle diagnostic tester with the vehicle and start the Diagnostic mode.

♦ Select vehicle test
♦ Diagnostic-capable systems
♦ 0022 AWD Electronics J492
♦ 0022 AWD Electronics, Functions
♦ 0022 - Control Module, Replacing

– Follow the instructions in the display.

Tightening Specifications

♦ Refer to ⇒ -6.1 All-Wheel Drive Clutch", page 95
♦ Refer to ⇒ L5.1 ocation Overview - Drain and Check Plugs", page 92

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6.6 Oil Level, Checking

♦ Pay attention to Refer to ⇒ P5.2 recautions during Road Test with Testing Equipment", page 14 .

Special tools and workshop equipment required

♦ Vehicle Diagnostic Tester
♦ Shop Crane - Drip Tray -VAS 6208-



Test Requirements

• The oil temperature must be 20 to 40 °C (68 to 104 °F).

- The oil temperature can be reached by driving the vehicle for a while.
- The vehicle must be level.
- Final drive must be in the installation position to check oil level.

– Read the oil temperature using the ⇒ Vehicle diagnostic tester in Guided Functions.

Enter “Guided Fault Finding”:

– Switch the ignition on.

– Touch the “Guided Functions” field/button on the screen.

– Select one after another on the tester:

♦ Brand

♦ Type

♦ Model year

♦ Variant

♦ Engine codes

♦ Confirm the information entered.

♦ 22 - AWD electronics

♦ 22 - Read the measured values block

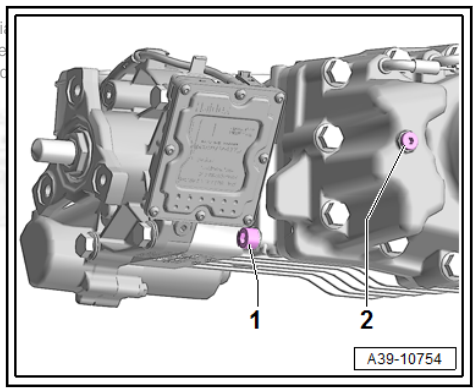
♦ Clutch Temperature

– Read the oil temperature.

- The oil temperature must be 20 to 40 °C (68 to 104 °F).

Check the oil level.

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– Place the Shop Crane - Drip Tray -VAS 6208- under the final drive.

– Remove the oil level inspection plug -2-.

The oil level is correct if the all-wheel drive clutch is filled to the lower edge of the oil filler hole or up to 3 mm below the oil filler hole.

– Fill the oil for the all-wheel drive clutch if necessary. Refer to ⇒ page 113 .

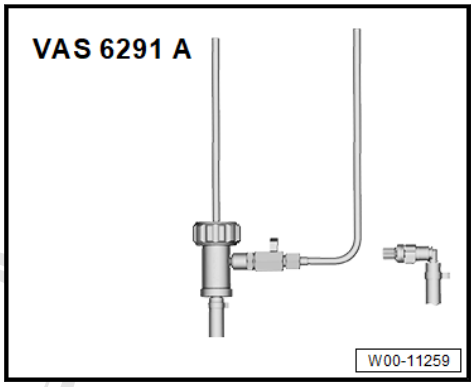
Tightening specifications:

♦ Refer to ⇒ L5.1 ocation Overview - Drain and Check Plugs”, page 92

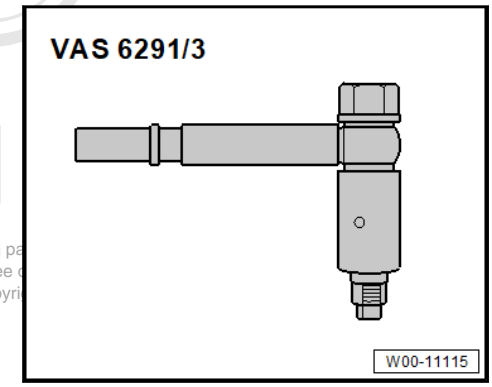
6.7 All-Wheel Drive Clutch Oil, Draining and Filling

Special tools and workshop equipment required

- Charging Device for AWD Clutch Coupling 2 -VAS 6291A-

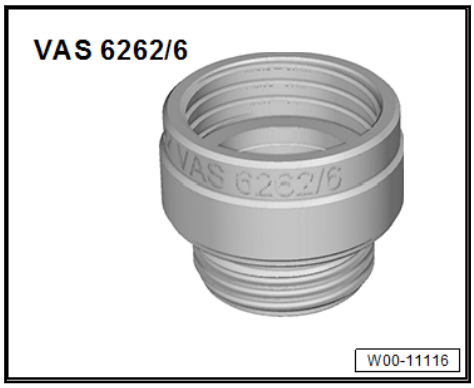


- Charging Device For AWD Clutch Coupling 2 - Adapter 3 -VAS 6291/3-



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- Adapter for Oil Filling -VAS 6262/6- or Oil Filler - Adapter -VAS 6262/7-



- Shop Crane - Drip Tray -VAS 6208-



Test Requirement

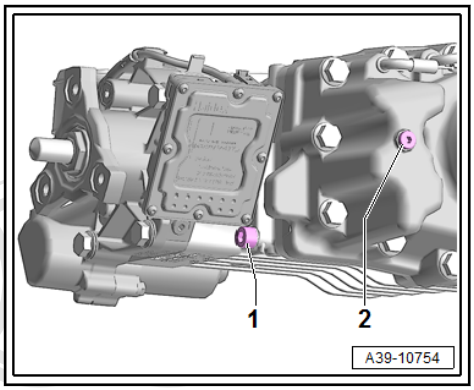
- The vehicle must be level.

All wheel drive clutch oil is available as a replacement part.
Refer to the ⇒ Electronic Parts Catalog (ETKA).

Drain the All-Wheel Drive Clutch Oil

– Place the Drip Tray underneath.

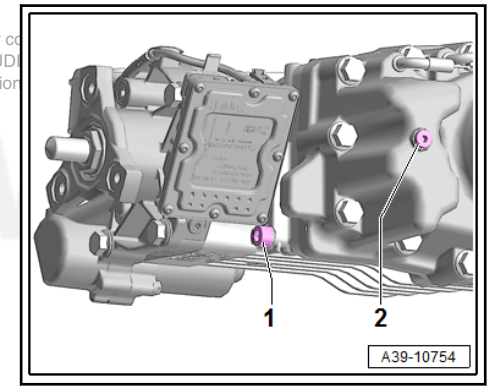
– Remove the drain plug -1- and completely drain the all-wheel drive clutch oil.



– Install a new drain plug -1- and tighten to the tightening specification.

– Remove the oil filler plug -2- and fill the all-wheel drive clutch oil. Refer to ⇒ page 113 .

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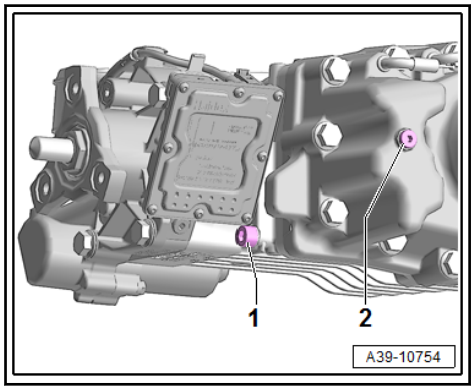


Fill the All-Wheel Drive Clutch Oil

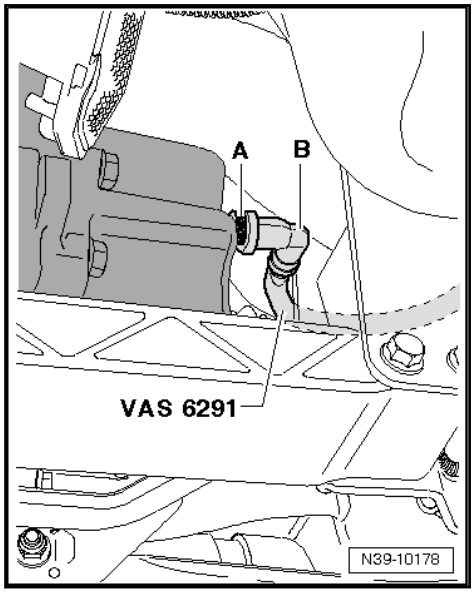
– Place the Shop Crane - Drip Tray -VAS 6208- under the final drive.

– To fill use the Charging Device for AWD Clutch Coupling 2 -VAS 6291A-.

– Remove the transmission fluid fill plug -2-.

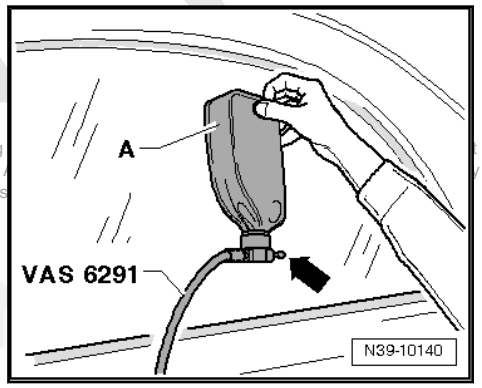


– Disconnect the adapter -A- and elbow -B-.



– Install the adapter -A- all the way.
– Lock the elbow -B- with the adapter -A-.
– Route the Charging Device hose over the drive axle.
• The hose must not sag. It must enter above left rear wheel on vehicle.
– Lower the vehicle.
– Pay attention to that the valve -arrow- is closed.

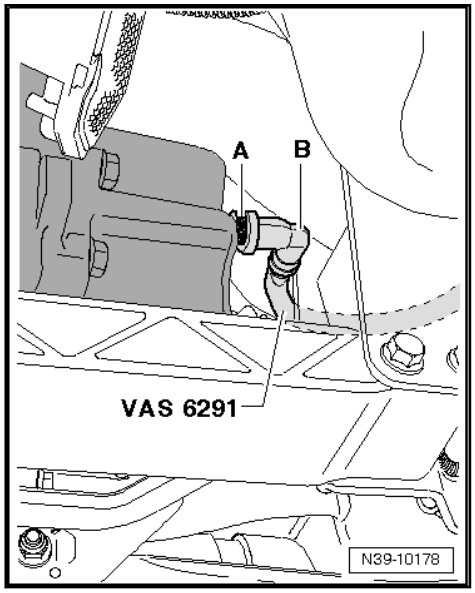
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– Attach the oil container -A- to the Charging Device for AWD Clutch Coupling 2 -VAS 6291A-.
– Open the valve -arrow- and hold the oil container as shown.

The all-wheel drive clutch is now filled.

- When the all-wheel drive clutch is filled properly, oil escapes at adapter -A-.



– Raise the vehicle.

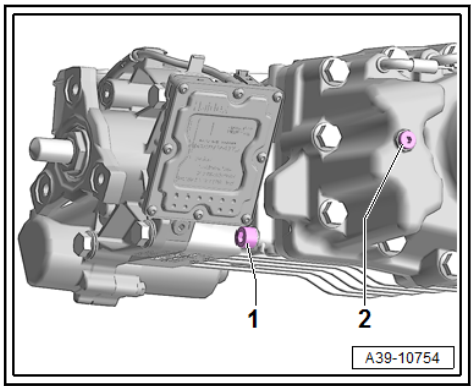
– If oil escapes, place an oil container under the all-wheel drive clutch (for example, on a workshop cart).

Overflowing oil now runs back into the oil container.

– When the oil stops flowing, remove the Charging Device for AWD Clutch Coupling 2 -VAS 6291A-.

- The all-wheel drive clutch is not filled up to the lower edge of the oil filler hole.

– Install a new oil filler plug -2-.



– Finally, check the oil level in the all-wheel drive clutch. Refer to ⇒ L6.6 evel, Checking", page 110 .

Tightening Specifications

♦ Oil filler plug for the all-wheel drive clutch oil ⇒ Item 2 (page 92)

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Cautions & Warnings

Please read these WARNINGS and CAUTIONS before proceeding with maintenance and repair work. You must answer that you have read and you understand these WARNINGS and CAUTIONS before you will be allowed to view this information.

- If you lack the skills, tools and equipment, or a suitable workshop for any procedure described in this manual, we suggest you leave such repairs to an authorized Audi retailer or other qualified shop. We especially urge you to consult an authorized Audi retailer before beginning repairs on any vehicle that may still be covered wholly or in part by any of the extensive warranties issued by Audi.

- Disconnect the battery negative terminal (ground strap) whenever you work on the fuel system or the electrical system. Do not smoke or work near heaters or other fire hazards. Keep an approved fire extinguisher handy.

- Audi is constantly improving its vehicles and sometimes these changes, both in parts and specifications, are made applicable to earlier models. Therefore, part numbers listed in this manual are for reference only. Always check with your authorized Audi retailer parts department for the latest information.

- Any time the battery has been disconnected on an automatic transmission vehicle, it will be necessary to reestablish Transmission Control Module (TCM) basic settings using the Audi Factory Approved Scan Tool (ST).

- Never work under a lifted vehicle unless it is solidly supported on stands designed for the purpose. Do not support a vehicle on cinder blocks, hollow tiles or other props that may crumble under continuous load. Never work under a vehicle that is supported solely by a jack. Never work under the vehicle while the engine is running.

- For vehicles equipped with an anti-theft radio, be sure of the correct radio activation code before disconnecting the battery or removing the radio. If the wrong code is entered when the power is restored, the radio may lock up and become inoperable, even if the correct code is used in a later attempt.

- If you are going to work under a vehicle on the ground, make sure that the ground is level. Block the wheels to keep the vehicle from rolling. Disconnect the battery negative terminal (ground strap) to prevent others from starting the vehicle while you are under it.

- Do not attempt to work on your vehicle if you do not feel well. You increase the danger of injury to yourself and others if you are tired, upset or have taken medicine or any other substances that may impair you or keep you from being fully alert.

- Never run the engine unless the work area is well ventilated. Carbon monoxide (CO) kills.

- Always observe good workshop practices. Wear goggles when you operate machine tools or work with acid. Wear goggles, gloves and other protective clothing whenever the job requires working with harmful substances.

- Tie long hair behind your head. Do not wear a necktie, a scarf, loose clothing, or a necklace when you work near machine tools or running engines. If your hair, clothing, or jewelry were to get caught in the machinery, severe injury could result.

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next

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Cautions & Warnings

- Do not re-use any fasteners that are worn or deformed in normal use. Some fasteners are designed to be used only once and are unreliable and may fail if used a second time. This includes, but is not limited to, nuts, bolts, washers, circlips and cotter pins. Always follow the recommendations in this manual - replace these fasteners with new parts where indicated, and any other time it is deemed necessary by inspection.

- Illuminate the work area adequately but safely. Use a portable safety light for working inside or under the vehicle. Make sure the bulb is enclosed by a wire cage. The hot filament of an accidentally broken bulb can ignite spilled fuel or oil.

- Friction materials such as brake pads and clutch discs may contain asbestos fibers. Do not create dust by grinding, sanding, or by cleaning with compressed air. Avoid breathing asbestos fibers and asbestos dust. Breathing asbestos can cause serious diseases such as asbestosis or cancer, and may result in death.

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- Finger rings should be removed so that they cannot cause electrical shorts, get caught in running machinery, or be crushed by heavy parts.

- Before starting a job, make certain that you have all the necessary tools and parts on hand. Read all the instructions thoroughly, do not attempt shortcuts. Use tools that are appropriate to the work and use only replacement parts meeting Audi specifications. Makeshift tools, parts and procedures will not make good repairs.

- Catch draining fuel, oil or brake fluid in suitable containers. Do not use empty food or beverage containers that might mislead someone into drinking from them. Store flammable fluids away from fire hazards. Wipe up spills at once, but do not store the oily rags, which can ignite and burn spontaneously.

- Use pneumatic and electric tools only to loosen threaded parts and fasteners. Never use these tools to tighten fasteners, especially on light alloy parts. Always use a torque wrench to tighten fasteners to the tightening torque listed.

- Keep sparks, lighted matches, and open flame away from the top of the battery. If escaping hydrogen gas is ignited, it will ignite gas trapped in the cells and cause the battery to explode.

- Be mindful of the environment and ecology. Before you drain the crankcase, find out the proper way to dispose of the oil. Do not pour oil onto the ground, down a drain, or into a stream, pond, or lake. Consult local ordinances that govern the disposal of wastes.

- The air-conditioning (A/C) system is filled with a chemical refrigerant that is hazardous. The A/C system should be serviced only by trained automotive service technicians using approved refrigerant recovery/recycling equipment, trained in related safety precautions, and familiar with regulations governing the discharging and disposal of automotive chemical refrigerants.

- Before doing any electrical welding on vehicles equipped with anti-lock brakes (ABS), disconnect the battery negative terminal (ground strap) and the ABS control module connector.

- Do not expose any part of the A/C system to high temperatures such as open flame. Excessive heat will increase system pressure and may cause the system to burst.

back next

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Cautions & Warnings

- When boost-charging the battery, first remove the fuses for the Engine Control Module (ECM), the Transmission Control Module (TCM), the ABS control module, and the trip computer. In cases where one or more of these components is not separately fused, disconnect the control module connector(s).

- Some of the vehicles covered by this manual are equipped with a supplemental restraint system (SRS), that automatically deploys an airbag in the event of a frontal impact. The airbag is operated by an explosive device. Handled improperly or without adequate safeguards, it can be accidentally activated and cause serious personal injury. To guard against personal injury or airbag system failure, only trained Audi Service technicians should test, disassemble or service the airbag system.

- Do not quick-charge the battery (for boost starting) for longer than one minute, and do not exceed 16.5 volts at the battery with the boosting cables attached. Wait at least one minute before boosting the battery a second time.

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- Never use a test light to conduct electrical tests of the airbag system. The system must only be tested by trained Audi Service technicians using the Audi Factory Approved Scan Tool (ST) or an approved equivalent. The airbag unit must never be electrically tested while it is not installed in the vehicle.

- Some aerosol tire inflators are highly flammable. Be extremely cautious when repairing a tire that may have been inflated using an aerosol tire inflator. Keep sparks, open flame or other sources of ignition away from the tire repair area. Inflate and deflate the tire at least four times before breaking the bead from the rim. Completely remove the tire from the rim before attempting any repair.

- When driving or riding in an airbag-equipped vehicle, never hold test equipment in your hands or lap while the vehicle is in motion. Objects between you and the airbag can increase the risk of injury in an accident.

I have read and I understand these Cautions and Warnings.

back OK

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